



# Midlothian Community Special Area Plan

Plan Adopted December 11, 2019



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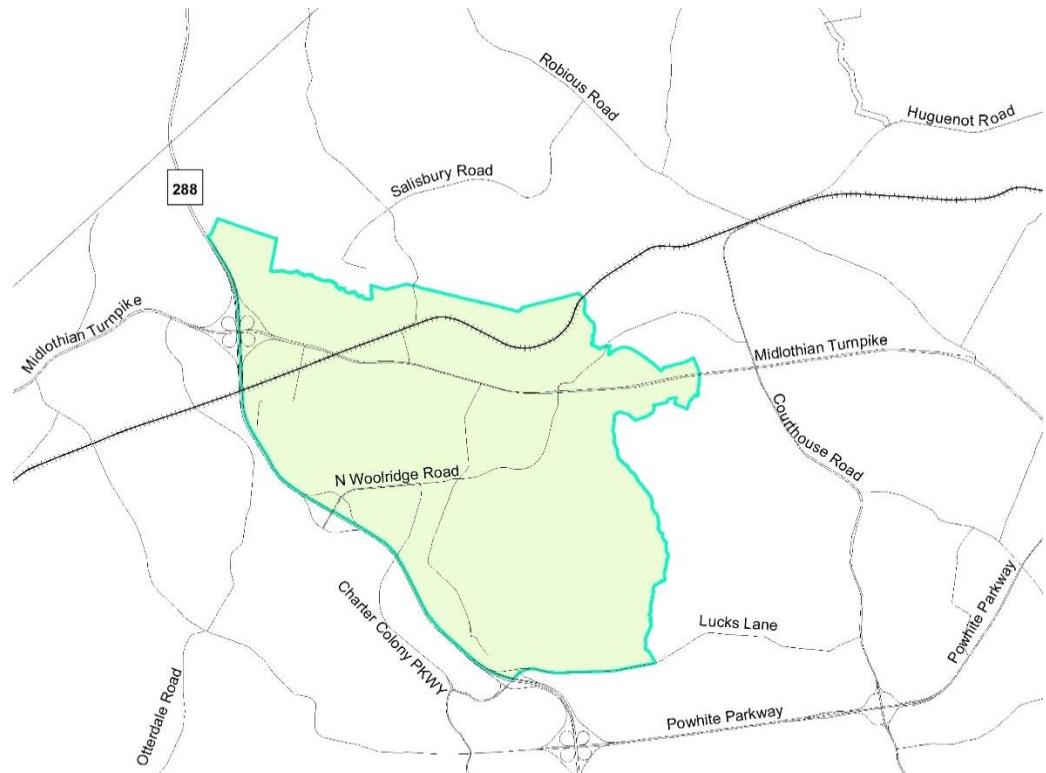
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## Section 1: Introduction – Plan Overview

### What Is A Special Area Plan?

A Special Area Plan is a component of the countywide Comprehensive Plan that guides the future growth of a community while addressing its unique characteristics, opportunities and history. Special Area Plans are driven by community input and involvement and provide more detailed analysis and recommendations than can be done in the countywide Comprehensive Plan. The previous plan for Midlothian was adopted in 1989 and involved a significant amount of community input in the plan development. Many changes have occurred in the Midlothian area since the adoption of the 1989 plan; including the construction of Route 288 and new residential and commercial development that has brought new residents and jobs to the community.

The Midlothian Community Special Area Plan builds upon the framework of *Moving Forward...The Comprehensive Plan for Chesterfield County*, providing further detail and guidance that supplements the overall goals and guidelines of the countywide Comprehensive Plan. The Special Area Plan serves as a guide for future growth, land development and redevelopment decisions, programs, ordinances and policies. The recommendations of the Midlothian Community Special Area Plan are based on information gathered from county departments and the community. The plan highlights and identifies ways to improve upon the quality of life in Midlothian and make it an even better place to live, work and visit.



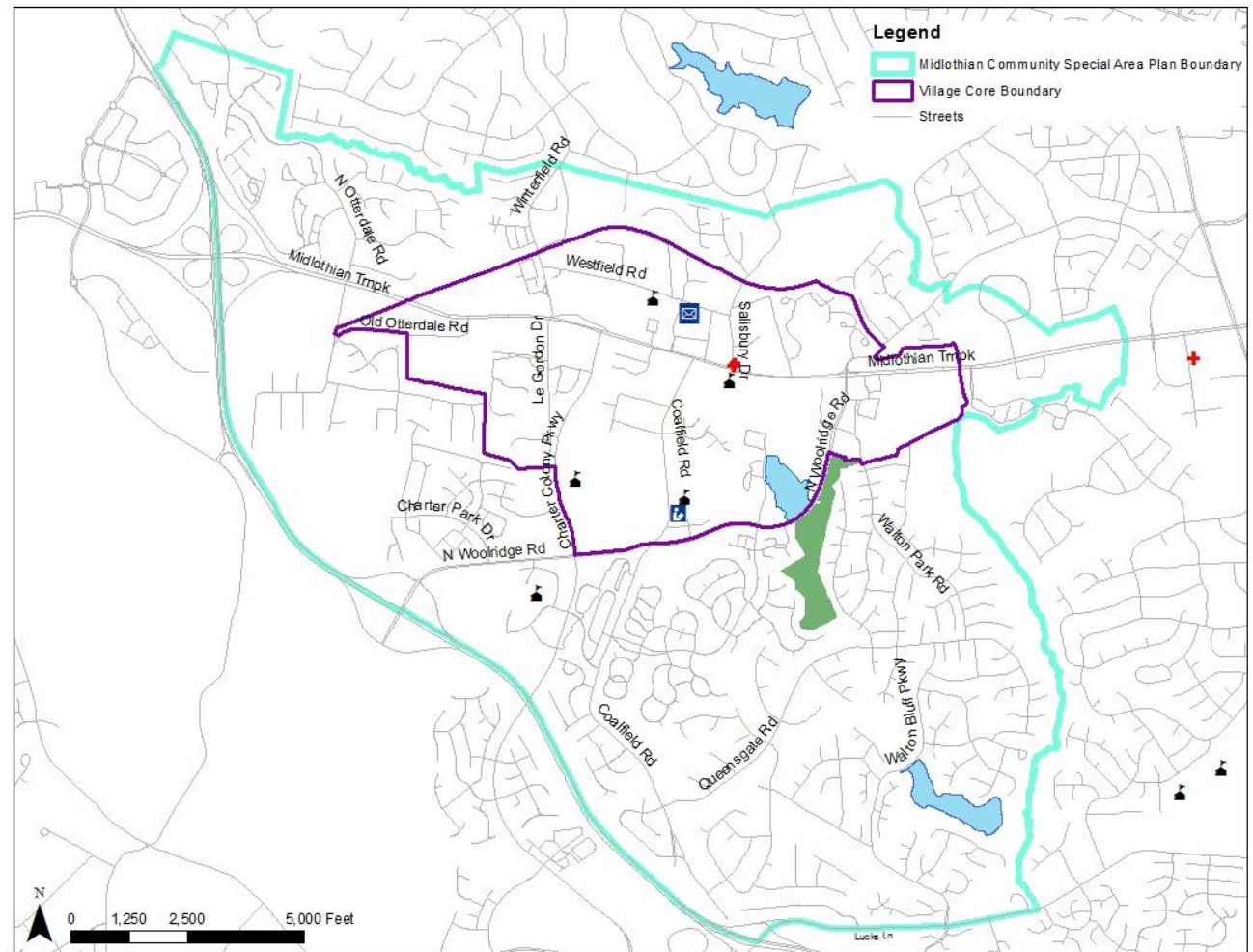
MAP OF MIDLOTHIAN COMMUNITY SPECIAL AREA PLAN AND SURROUNDING AREA

## Welcome to the Midlothian Community

Located in northwestern Chesterfield County, Midlothian is a unique community with a rich history and distinctive character. The Midlothian Community Special Area Plan includes 8 square miles, including a 3.75 mile stretch of Route 60, Midlothian Turnpike. The historical Village of Midlothian is in the heart of the special area plan and is surrounded by residential and commercial development. The historic character of Midlothian is highly valued by area residents, as is the overall sense of community and place.

### Plan Area Boundaries

The boundaries for the plan study area include Route 288 to the west, Lucks Lane to the south, Falling Creek to the east, and the Salisbury subdivision, Michaux Creek and the Rosemont subdivision to the north. While the plan boundaries are defined for the purpose of addressing land use plan recommendations, the surrounding area including residential neighborhoods and commercial development was considered in the development of this plan. Residents, businesses and community groups both within and outside the physical plan boundaries were encouraged to participate in the planning process.

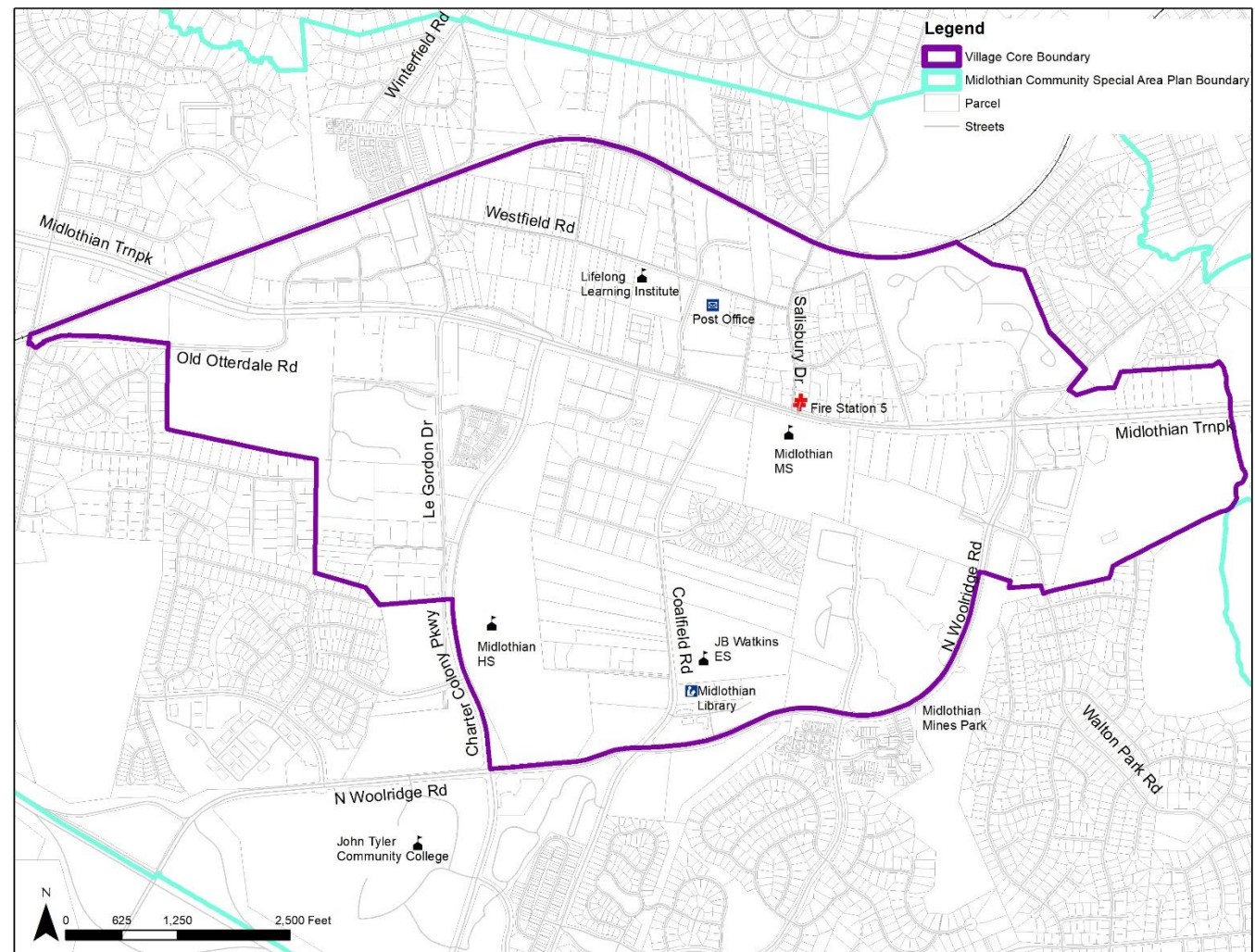


**MAP OF MIDLOTHIAN COMMUNITY SPECIAL AREA PLAN STUDY AREA – THE PURPLE OUTLINE REPRESENTS THE VILLAGE CORE AREA WHERE ADDITIONAL DESIGN STANDARDS AND RECOMMENDATIONS FOR THIS PLAN ARE FOCUSED**



## Village Core

The village core is centered along Midlothian Turnpike from the Norfolk Southern railroad line in the north and west, to Falling Creek in the east, and Woolridge Road to the south. The village core serves as the center for existing commercial development and higher density residential in Midlothian. All three of the public schools in the area are located within the village core, as well as the Midlothian Library and Fire Station 5. This area has the potential to be the focus for new commercial and residential development and redevelopment, including the potential for village-scale mixed use development. Additional quality design standards are recommended within the village core area to ensure that new development meets the vision and intent of this plan. Specific design standards for the village core are outlined in the Design Plan section.



MAP OF MIDLOTHIAN VILLAGE CORE BOUNDARY

## A Brief History of Midlothian

The Village of Midlothian is a community with a rich history that traces its roots back to the early eighteenth century when coal was discovered in the area. Historic resources of local, state and national significance that relate to several major periods of history can be found within the community.

The Midlothian coal mines were the first recorded commercial coal mines in the United States. Coal was first mined in Midlothian before 1730, and during the Revolution coal from the Midlothian mines supplied the cannon foundry at Westham. The booming coal industry required improved transportation facilities. In 1804 a turnpike was constructed from Falling Creek on Buckingham Road to the ferry landing in Manchester and by 1808 it was the first lengthy road in Virginia to be paved with gravel. In 1831 the first railroad in Virginia was built from Midlothian mines to the docks at Manchester. The growth of the coal mining industry spurred development around the Village of Midlothian and by the beginning of the Civil War, Midlothian had a hospital for the miners, a large company store, several shops and taverns, a Methodist Church and a Masonic Lodge.

After an 1882 deadly explosion in the Grove Shaft the sentiment of people was that the economic gains were not worth the cost of human life, and coal mining in Midlothian came to an end, finally ceasing in the early 20<sup>th</sup> century.

Other industries replaced mining in Midlothian such as lumber, spool making and summer tourism. Midlothian's easily accessible location to Richmond via rail made it a desirable location during this time for prosperous Richmond families to spend weeks or weekends in private boarding houses. More recently, Midlothian became known as a commuter town, with many villagers seeking work in Richmond. Midlothian grew moderately during the 1950s and 1960s, however, by the 1970s the suburban development trend that had previously occurred in Bon Air and Chester spread to Midlothian. Residential and commercial growth continued in the area from the 1970s to present day, with residents advocating for contained growth that complements the area's history and community identity.



**HISTORICAL MARKER ON ROUTE 60**



**IVYMONT HOUSE – BUILT BETWEEN 1855-1860  
ONE OF TWO LOCALLY DESIGNATED HISTORIC  
LANDMARKS IN THE PLAN AREA NOW SERVES AS  
AN OFFICE**



## The Midlothian Community Today

Today the Village of Midlothian and surrounding community offer a variety of housing options, businesses and commercial services. Midlothian's easily accessible location, quality public facilities, stable neighborhoods and variety of commercial and retail services make it a desirable place to live, learn, work and visit.

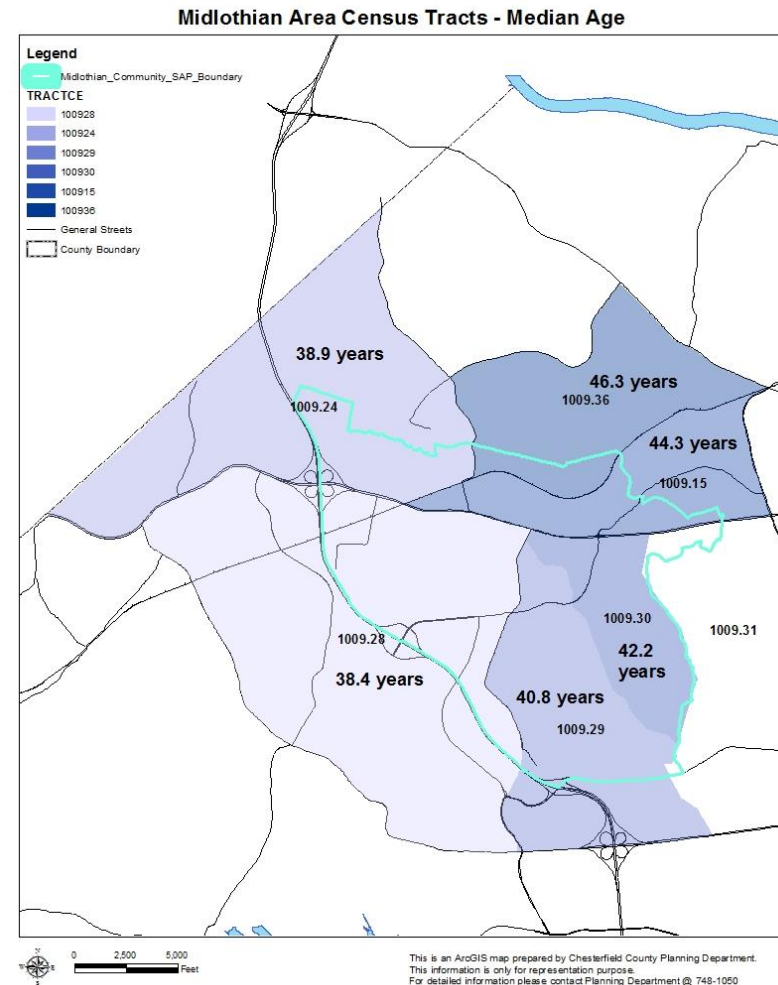
Based on the latest census data available for the census tracts within the plan study area, the population within and immediately around the Midlothian Community Special Area Plan geography was approximately 28,700. This accounts for just under nine percent of Chesterfield County's total population. Over the last five years, between 2012 and 2017, the area experienced a population increase of about 2.7 percent.

The median age of the population ranged based on census tract from 38.4 to 46.3 years old, see map for the median age of each individual census tract. The average persons per household in Midlothian was 2.66, just under the countywide average at 2.74.

Of the households in Midlothian, 35 percent had children under 18 years old, just about the same as countywide. Slightly higher, the percentage of households with persons over 60 was 39 percent for Midlothian compared with 37 percent countywide. Single person households accounted for 24 percent of households in Midlothian, similar to the countywide figure of 23 percent.

Demographics		
Indicator	Midlothian Census Tracts	Chesterfield County
Population	28,718	335,594
Median Age*	38.4 - 46.3	38.8
Persons Per Household	2.66	2.74
Households with Persons under 18 Years	34.89%	35%
Households with Persons Over 60	39.20%	36.50%
Single Person Households	23.61%	22.80%
*Median Age shown as range for census tracts. See Map for median age by census tract.		

Source: American Community Survey 5 Year Estimates 2017, Census



## Staff Analysis

The Planning Department, in conjunction with other county departments, area public officials, and regional and state agencies, assessed conditions and analyzed demographic, land use and infrastructure trends to understand current and future needs in the area. The results were summarized and shared with community stakeholders and interested residents. This information along with input gathered through an extensive community outreach process serves as the basis for the key findings and recommendations in this plan.

## Community Engagement

This plan is the result of dedicated, cooperative work on the part of county staff, community members and interested stakeholders, and elected and appointed officials. Staff met with these entities throughout the creation of this plan document to provide opportunities for all to help shape its outcome. An extensive community outreach process occurred as a part of the initial phase of the planning process to gather input from community members, as well as area businesses and organizations, on the community's values and vision for the future of the area. In addition to community workshops, staff attended numerous meetings with community groups, area organizations and interested individuals to solicit input for the plan. Input was also collected through an online input questionnaire for those who could not attend a meeting in person.

A summary of findings can be found on the county's web page at: [www.Chesterfield.gov/MidlothianPlan](http://www.Chesterfield.gov/MidlothianPlan).



**COMMUNITY MEMBERS PROVIDE INPUT AT A COMMUNITY WORKSHOP IN SPRING 2016**



**COMMUNITY MEMBERS PARTICIPATE IN DESIGN FOCUS GROUPS AT A COMMUNITY WORKSHOP IN FALL 2016**



## What the Community Told Us

During the initial community outreach area residents, business owners and community groups were asked a series of questions to help identify the community's values and vision for the future of the area. Below is a summary of the most frequent responses collected during this phase of engagement.

### What Makes a community Great?

- Retail, Commercial and Entertainment Services
- Bicycle and Pedestrian Facilities
- Quality Public Facilities (Schools, Libraries, etc.)
- Parks and Recreation
- Community/ Public Involvement

### What do You Like/Value about Midlothian?

- Village/Small Town Feel
- History
- Great Public Facilities
- Retail/Commercial Services
- Parks and Recreation (Midlothian Mines Park)

### What would You Change/Improve Upon?

- Bicycle/Pedestrian Facilities
- Transportation (Traffic, Specific Road Concerns)
- Village Feel (Less Big Box Style Development)
- Manage Growth (Residential and Commercial)
- More Retail and Commercial Services (Small Business Focus)

### What are the Most Pressing Issues Facing Midlothian Over the Next 5-10 Years?

- Managing Growth
  - Public Facilities (schools)
  - Transportation (traffic)
  - Infrastructure
- Maintaining Village Feel
- Attracting Young Families
- Commercial Vacancy/Rehabilitation

## Section 2: Assets, Opportunities & Challenges

### Public Facilities

Numerous public facilities serve the Midlothian community. Continued residential and business growth in the area will put additional demands on public infrastructure including roads, schools, public safety, parks and libraries. Impacts from development should be reviewed and analyzed at both the time of development proposals and annually as part of the county's budget process, and from a larger systems perspective.

### Schools

Uniquely, all levels of education, from daycare to adult learning, are located within the plan area. Three Chesterfield County Public Schools, J.B. Watkins Elementary, Midlothian Middle and Midlothian High, are located within the Village Core and serve the surrounding residential development. In addition, the plan geography is also served by Evergreen, Robious, and Weaver Elementary Schools, Robious and Tomahawk Creek Middle Schools, and Monacan and James River High Schools. New residential development and the attraction of new families into existing neighborhoods have both contributed to increases in school-aged children. This Plan includes recommendations for additional residential development, although focused more on housing for persons without children. However, as the community continues to grow, impacts to the public schools needs to be addressed on a more countywide level. The proximity of schools to one another as well as the surrounding residential, commercial and retail services add to the overall village character and quality of life within Midlothian.

The plan area is home to nearly 3,000 students. Approximately 86% of these are generated from single family homes, 8% from apartments and 4% from townhomes. Approved and under construction development, 521 townhouses and 528 apartments, could result in an additional 107 elementary, 65 middle and 113 high school students. Nearly all of this development falls within the Watkins and Midlothian Middle/High schools current attendance zones. Potential relieving options could include new facility construction/expansion, redistricting and/or program relocation.

#### Student Generation Factors (2018-2019)

Existing Development					Student Generation			
Land Use	Units	ES Students	MS Students	HS Students	ES	MS	HS	Overall
Single Family	178	28	10	19	0.157	0.056	0.107	0.320
Single Family Subdivision	4,322	1,064	625	829	0.246	0.145	0.192	0.583
Townhouse	358	45	30	53	0.126	0.084	0.148	0.358
Apartments	1,235	98	51	85	0.079	0.041	0.069	0.189
Condominiums	944	22	14	25	0.023	0.015	0.026	0.065
Totals	7,037	1,257	730	1,011				

Sources: existing units (DPD 2018), students (9/30/18 Enrollment)



### J.B. Watkins Elementary School

J. B. Watkins Elementary School was built in 1966 and is named in honor of John Benjamin Watkins (1855 – 1931), founder of Watkins Nursery. He was also a Virginia State Senator from 1904 –1912 and from 1927 –1931.

Located in the heart of Midlothian Village, Watkins Elementary School is adjacent to the Midlothian Library on Coalfield Road. An additional elementary school, Old Hundred, opened in the fall of 2019 to help relieve enrollment pressures at Watkins. Current design capacity of this facility is 1,022 students. As of the fall of 2019, this facility is at 81% of design capacity and approaching 100% of its program capacity and relieving efforts such as redistricting and/or program relocation should be identified.

J.B. Watkins has maintained its status as a fully accredited school since 2002 and continues its commitment to academic excellence. For the last few years it has been recognized as one of the Governor’s VIP Schools of Excellence.

Watkins Elementary School should remain at its current site within the Village Core should a replacement facility be needed in the future. An opportunity for further connections to and/or shared space and facilities exists with the replacement and expansion of the adjacent Midlothian Branch Library.



J.B. WATKINS ELEMENTARY SCHOOL

### Elementary School Capacities and Enrollment

Elementary Schools Serving the Plan Geography				
School	Year Built	Enrollment	% Design Capacity	% Program Capacity
JB Watkins	1966	831	81%	99%
Evergreen	1987	973	79%	93%
Robious	1970	739	83%	94%
Weaver	1994	682	83%	92%

Source: Chesterfield County Schools – School Capacities and September 30 Enrollment Membership (as of October 2019)

### Midlothian Middle School

Midlothian Middle School is located along Midlothian Turnpike in the Village Core. The school opened for the 1984-1985 school year when Midlothian High School moved from this site to a new location on Charter Colony Parkway. In 2016, Midlothian Middle School was recognized as a model middle grades school by the National Schools to Watch program.

Built in 1924, Midlothian Middle (formerly Midlothian High School) is one of the oldest school buildings in the county. The building has seen numerous additions, expansions and remodels over the years. Current design capacity of this facility is 1,400 students. As of the fall of 2019, this facility is approaching 100% of its design and program capacity, potential relief may be found in the construction of a new western area middle school.

At its current location several concerns have been identified regarding the transportation circulation pattern and pickup/drop-off of students. A site circulation study of Midlothian Middle School is currently underway, final recommendations from this summary should be included in the overall Midlothian Turnpike Corridor Study that is recommended as an implementation item of this plan. Additionally, the county should coordinate with VDOT to complete maintenance, including refurbishing pavement markings, of the existing School Zone on Route 60 at Midlothian Middle School.

Midlothian Middle School should remain within the Village Core. Should a replacement facility be needed the school should remain within or as close to the Village Core as possible, ideally located off Midlothian Turnpike and within the vicinity of Midlothian High and Watkins Elementary.



### Middle School Capacities and Enrollment

Middle Schools Serving the Plan Geography				
School	Year Built	Enrollment	% Design Capacity	% Program Capacity
Midlothian	1924	1,364	97%	96%
Robious	1971	1,246	91%	94%
Tomahawk Creek	2008	1,559	115%	104%

Source: Chesterfield County Schools – School Capacities and September 30 Enrollment Membership (as of October 2019)

### **Midlothian High School**

Midlothian High School's roots go back to 1875, when residents of the Village of Midlothian organized a formal schooling system for their children and others living farther out in the county. In 1911, a two-story, four-room, wood-framed schoolhouse was built on Route 60 on the site of what is now Midlothian Middle School. In 1984, a new Midlothian High School was constructed at its present site on Charter Colony Parkway. Three additions have been made to the current building since its construction, the most recent of which was completed in 2013 and includes a new main office, counseling suite, performing arts wing, gymnasium, and library/media center. Current design capacity of this facility is 1,970 students. As of the fall of 2019, this facility is at 93 percent of its design capacity and 96 percent of its program capacity and relieving options such as redistricting and/or program relocation should be identified.

Midlothian High School is one of two International Baccalaureate Program specialty centers in the county. The International Baccalaureate program is a challenging and rigorous dual diploma program based on internationally recognized standards and requirements. In addition to the Virginia Advanced Studies Diploma, successful students are awarded the prestigious International Baccalaureate Diploma, which is recognized as a standard of excellence and accepted by universities throughout the world.

Midlothian High School should remain at its current site within the Village Core should a replacement facility be needed in the future.



MIDLOTHIAN HIGH SCHOOL

### **High School Capacities and Enrollment**

Middle Schools Serving the Plan Geography				
School	Year Built	Enrollment	% Design Capacity	% Program Capacity
Midlothian	1984	1,834	93%	96%
James River	1994	1,904	86%	88%
Monacan	1979	1,557	76%	83%

Source: Chesterfield County Schools – School Capacities and September 30 Enrollment Membership (as of October 2019)



## Parks and Recreation

### Midlothian Mines Park

One of the first major industrial sites in the United States became a 44-acre preserve when Mid-Lothian Mines Park opened in 2004. Now dedicated to the citizens of Chesterfield County, past and present, the cut stone ruins of the mines surrounded by the beautiful woodland testifies to the courage, innovation and sacrifice of those who started the U.S. industrial revolution. The Parks and Recreation department works in partnership with the non-profit Mid-Lothian Mines and Rail Roads Foundation to provide educational, cultural and recreational opportunities through the preservation, reconstruction and interpretation of the historic coal mining and railroad sites in and around the Village of Midlothian.

The park includes walking trails, historical features, observation decks around the pond and an amphitheater. Programming at the park includes multiple events throughout the year such as the Midlothian Mines Day, a Summer Concert Series and others. Continued programming and events should be planned to highlight this community asset and continue bringing people together.

Plans for the park include a visitor center and museum to complement the outdoor facilities.

### School Athletic Sites

In addition to the Midlothian Mines Park, the area is served by recreational facilities at area schools and at Watkins Annex. The school athletic sites include various sports fields and courts, running/walking tracks and playground facilities.

### Other Parks and Recreation Opportunities

The Public Facilities Plan of the adopted Comprehensive Plan calls for a new Regional Park or two Community Parks consisting of 225 acres in the Western Midlothian area around the vicinity of Route 288 between Midlothian Turnpike and Powhite Parkway. The park(s) would provide the area with additional recreation activities and facilities such as: sports fields and courts, playgrounds, picnic shelters, bicycle, fitness and walking trails, racquetball courts, skate parks, open space for outdoor events, gardens, and nature trails and centers. Community centers may also be located within these parks that would provide indoor recreation space to community residents.



MAP OF MIDLOTHIAN MINES PARK



MID-LOTHIAN MINES PARK

In addition to the larger recommended parks facilities the Midlothian area could be served by urban parks in partnership with new development. Urban parks are typically 0.5-5 acres and located in high density areas where larger park acreage is difficult to acquire. Urban parks serve a wider range of users than other park types. Users may include pedestrians in commercial areas, office workers in surrounding buildings, special event attendees, and residents of nearby communities. Urban park design is site/area specific and reflects the park context. Urban parks can be developed as hardscaped plazas, open space and spaces between building and buffer areas. Opportunities for parks should also be considered with improvements to other public facilities in the area.

## Library

Midlothian Library is located adjacent to the Millworks development in the Village Core. The library serves a thriving residential community and is within walking distance of Watkins Elementary School and Midlothian High School, the Midlothian campus of John Tyler Community College and the Midlothian YMCA. The current Midlothian Library was built in 1989 and is 15,000 square feet. In 2016 the library system conducted a survey of Midlothian cardholders about the Midlothian Library. In general, patrons said they are most interested in books and a place to sit and enjoy the books. Many customers also desired a space to play and interact with their children. The Comprehensive Plan recommends the facility be enlarged to between 35,000-40,000 square feet to accommodate the growing population in the area and offer a greater variety of programs and services to the community.

Expansion of the library presents the opportunity for new and improved community space in the village. With the replacement there is an opportunity to partner with Parks and Recreation and Schools for shared space and/or programming. As this project moves forward careful attention to site design should be made to ensure the library is incorporated and connected to the surrounding Millworks development.



URBAN PARKS ARE SET IN HIGHER DENSITY AREAS AND SERVE A VARIETY OF USERS



MIDLOTHIAN LIBRARY

## Fire Protection

The Midlothian Fire Station began as a two-bay vehicle garage that remains today as the main apparatus bay. Over the years, several expansion projects and additions were undertaken to support the expansion of fire operations. These improvements were focused on a volunteer fire department's role in the community and never intended to support a seven day-a-week, twenty-four-hour operation. Several limitations with the existing facility preclude the structure from supporting the requirements of a modern professional fire station.

To improve service delivery to the citizens of the Midlothian area, and based on the challenges with the existing site and building, Chesterfield Fire & EMS (CFEMS) has been actively working on the relocation and replacement of the Midlothian Fire Station. This project first began in August 2012 when discussions were initiated with the Midlothian Volunteer Fire Department and Forest View Volunteer Rescue Squad regarding the possibility of co-locating with CFEMS in a new fire and EMS facility.

A site for the new facility was identified at the intersection of Charter Colony Parkway and Midlothian Turnpike. The property was purchased in May 2015 and the project has been included in the county's Capital Improvement Program for funding. In 2018, the rezoning of the site was approved with a design intended to match the vision of this plan, showcasing high-quality civic architecture that will serve as an example for new development in the area.

With the relocation of the career fire station to a new facility, the Forest View Volunteer Rescue Squad has decided to remain at the existing station. Should the volunteer rescue squad decide to relocate or leave the current facility, an adaptive reuse of the building as a restaurant or other community serving use should be promoted and encouraged to preserve the building as a part of the village.



RENDERING OF THE PROPOSED STATION 5 REPLACEMENT



## John Tyler Community College

The John Tyler Community College Midlothian Campus is located just outside of the Midlothian Village Core area and in close proximity to Midlothian High School. The Midlothian Campus consists of six buildings on 126 acres, of which 35% is developed or open/maintained land and 65% is undeveloped wooded area.

The college is committed to ongoing development and strengthening of the community's workforce by supporting the education needs of students as well as those of employers. The college works closely with local business, industry and government leaders to ensure the programs and training opportunities offered will lead to the degrees, certificates and credentials that employers want.

Through both credit and non-credit educational courses at the College as well as specialized programs and services through the Community College Workforce Alliance, John Tyler is helping students gain the skills and knowledge needed to launch new careers, transition into new fields, and position themselves for growth in their current job or transfer to a four-year college or university.

### **John Tyler Community College Expansion**

A Master Plan for the John Tyler Community College's Midlothian Campus was developed in 2017 to establish the framework for guiding future development of the campus.

The master plan's proposed development strategies were developed to accommodate incremental growth of approximately 50,000 to 70,000 square feet of new construction and 350 structured parking spaces. Potential future development includes a Workforce Development Center, Allied Health Building and renovation and expansion of the Physical Plant Building.

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*"Our college campuses are more than buildings, sidewalks and parking spaces. They are vibrant communities, where doors to education are opened, success stories are written, and futures are defined."*

*-Edward "Ted" Raspiller, Ed.D.*

*President*

*John Tyler Community College*

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One of the goals from this plan is “Be Good Neighbors”. The following are some of the guiding principles that have been incorporated into the plan to achieve this goal:

- Maintain and strengthen identity of the campus through clearly defined entry thresholds or gateways.
- Integrate the campus into the larger fabric of the surrounding community, reinforcing the institution’s mission to serve the educational needs of the community.
- Community Partner - JTCC Midlothian has embraced the core of the community college mission, serving the needs of community through expanded educational opportunities. These opportunities are both through direct enrollment and more casual engagement through access to campus resources, such as access to the Arts and Culture and recreation.
- Public Private Partnership - The northeast corner adjoining the Woolridge Road and Charter Colony Parkway intersection provides unique opportunity for how this Midlothian campus serves the community, embracing the idea of how the town|gown edge may be developed in a synergistic manner



JOHN TYLER COMMUNITY COLLEGE - MIDLOTHIAN CAMPUS MASTER PLAN - 2017

## Lifelong Learning Institute

The Lifelong Learning Institute (LLI), located in the Watkins Annex on Westfield Road a block away from Sycamore Square, is an essential asset in the Village of Midlothian. Founded in 2004, the non-profit organization has been steadily expanding in both membership and dynamic course offerings and continues to be a unique asset for the community. The mission of the Lifelong Learning Institute is to provide lifelong learning opportunities for midlife and older adults. LLI provides education, fitness, and social activities for its members. They have a vision to continue to be a welcoming community of diverse members dedicated to lifelong learning and personal enrichment. Most of their members live in Chesterfield County, but they also draw members from other localities to enjoy taking classes in the heart of the Village.

## Engaged Residents and Community

The Midlothian Community extends beyond the boundaries of the plan study area. Both residents and businesses within the study area as well as those in the surrounding community are active and engaged. While there are numerous area community groups representing various causes and interests, enhancing communication between these groups and the county could provide greater benefits to the community overall.

Formation of a new civic group or expansion of the existing Village of Midlothian Volunteer Coalition to include representation from various community interests would aid in fostering investment, representing community concerns, and promoting effective communication with local, regional and state agencies. Representatives should include residents, churches, schools and businesses within and proximate to the area as well as civic associations and organizations.



THE LIFELONG LEARNING INSTITUTE LOCATED IN THE WATKINS ANNEX ON WESTFIELD ROAD



CLASS AT LIFELONG LEARNING INSTITUTE



COMMUNITY MEMBERS PARTICIPATING IN THE ANNUAL MIDLOTHIAN DAY PARADE



RESIDENTS PROVIDING INPUT AT A COMMUNITY WORKSHOP FOR THE MIDLOTHIAN SPECIAL AREA PLAN IN THE SUMMER OF 2016



## Environmental Resources

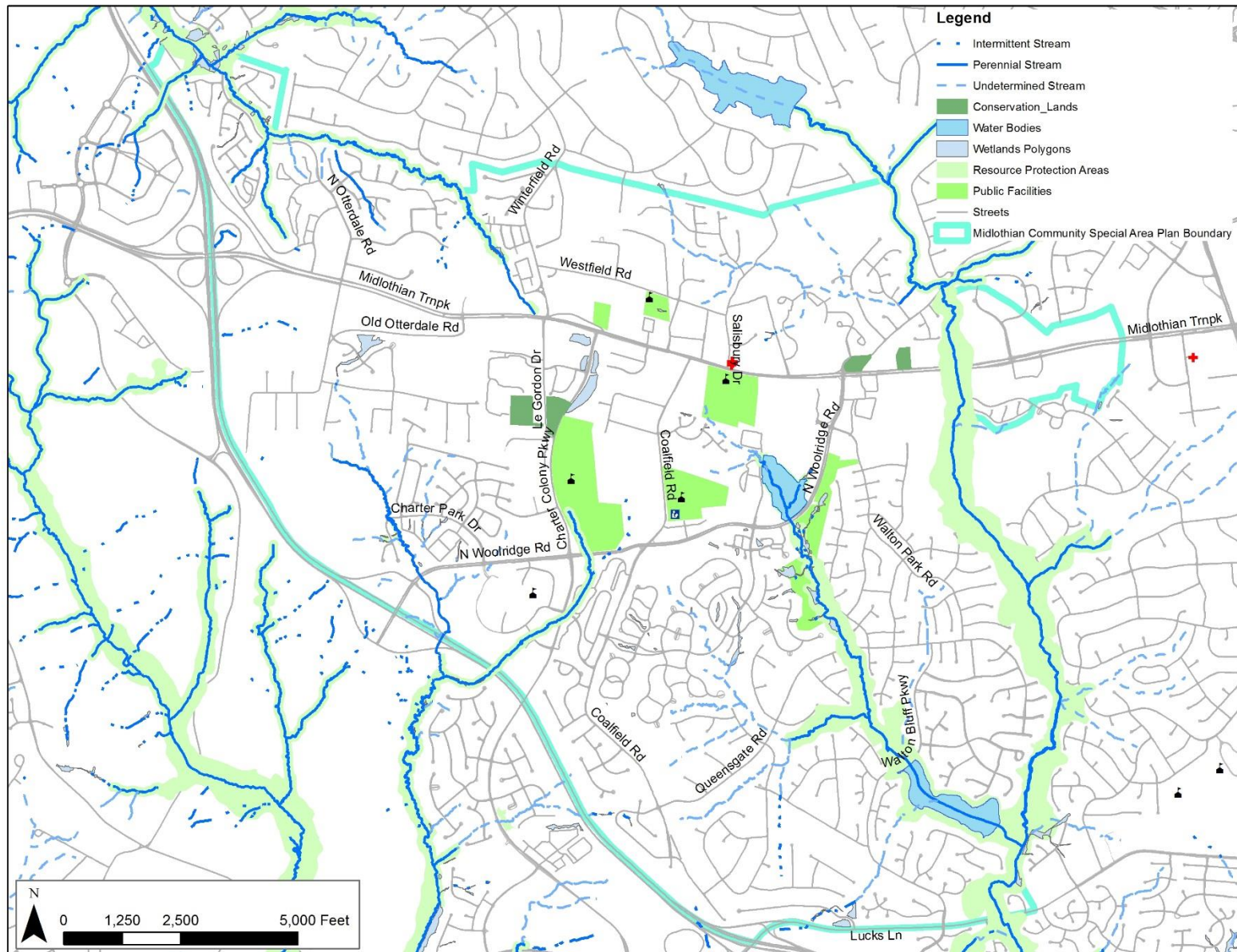
The Midlothian community is home to many environmental features including streams, ponds, wetlands, slopes, and wooded areas. In addition, several man-made stormwater retention facilities have been constructed in the area to accommodate drainage from developments, as well as offering amenities to the community (such as Loch Lothian). In general, the plan area is high and relatively flat – meaning that dealing effectively with stormwater runoff is a challenge. In addition, the area was home to many mining operations that have altered the landscape of the community, and in some cases, could limit development areas. The county requires new development address stormwater runoff quantity and quality at time of development, and also requires geotechnical studies with new developments to address these unique constraints. For areas of past mining activity, remediation and reclamation measures are typically required of the developer in order to safely develop the property.

Federal, state and local laws protect the sensitive lands around perennial streams and wetlands. Resource Protection Areas (RPAs) are areas where existing vegetation should be preserved to protect the health and quality of local streams. Stream restoration projects can help restore the natural flow, course and setting of streams previously impaired by development and/or erosion.

Environmental resources and green space should be preserved and protected in accordance with regulations. Where possible, such environmental features should be incorporated into new developments for the enjoyment of the community. Regardless, green space should be provided by new development proposals, especially tree-shaded areas. Special consideration should be given to preserving existing green space around areas that have been identified as community gateways. The county should work with property owners and/or consider acquiring properties in these areas to ensure protection of these gateways into the Village Core.







MAP OF AREA ENVIRONMENTAL RESOURCES

## Area History – Historic Character

Midlothian is a community with a rich history dating back to the early eighteenth century when commercial coal mining activities began. Today there is a concentration of historically significant structures in the village core area that help to establish and reinforce community identity and a sense of the past. These include private homes, office and commercial uses, churches and public facilities. Local historic designation of such properties could provide stronger preservation encouragement than the state/national designations. Currently there are two properties with local historic landmark designation, Ivymont and the Morrisette House. There are 30 additional structures that could potentially qualify for local historic designation. Property owners that wish to protect the architectural and physical integrity of their historic resource are encouraged to seek county historic landmark designation. Existing incentives and information about the county's designation process should be proactively communicated to property owners to encourage such designation.

Several historical highway markers exist within the Midlothian community today, which highlight people, places and events of historical significance. The latest being erected at the old Midlothian Elementary School on Westfield Road in 2019. Additional opportunities for historical markers throughout the community should be explored to further highlight and celebrate Midlothian's rich history. In addition to physical markers and preservation efforts there is an opportunity to capture the oral history of Midlothian from area residents and community members to preserve the stories of the people of Midlothian.

With the building of a new Midlothian Library consideration should be given to including a space to celebrate the area's history.



**MORRISSETTE HOUSE – PRIVATE RESIDENCE WITH  
LOCAL LANDMARK HISTORIC DESIGNATION**



**MINE RUINS WITHIN MIDLOTHIAN MINES PARK**

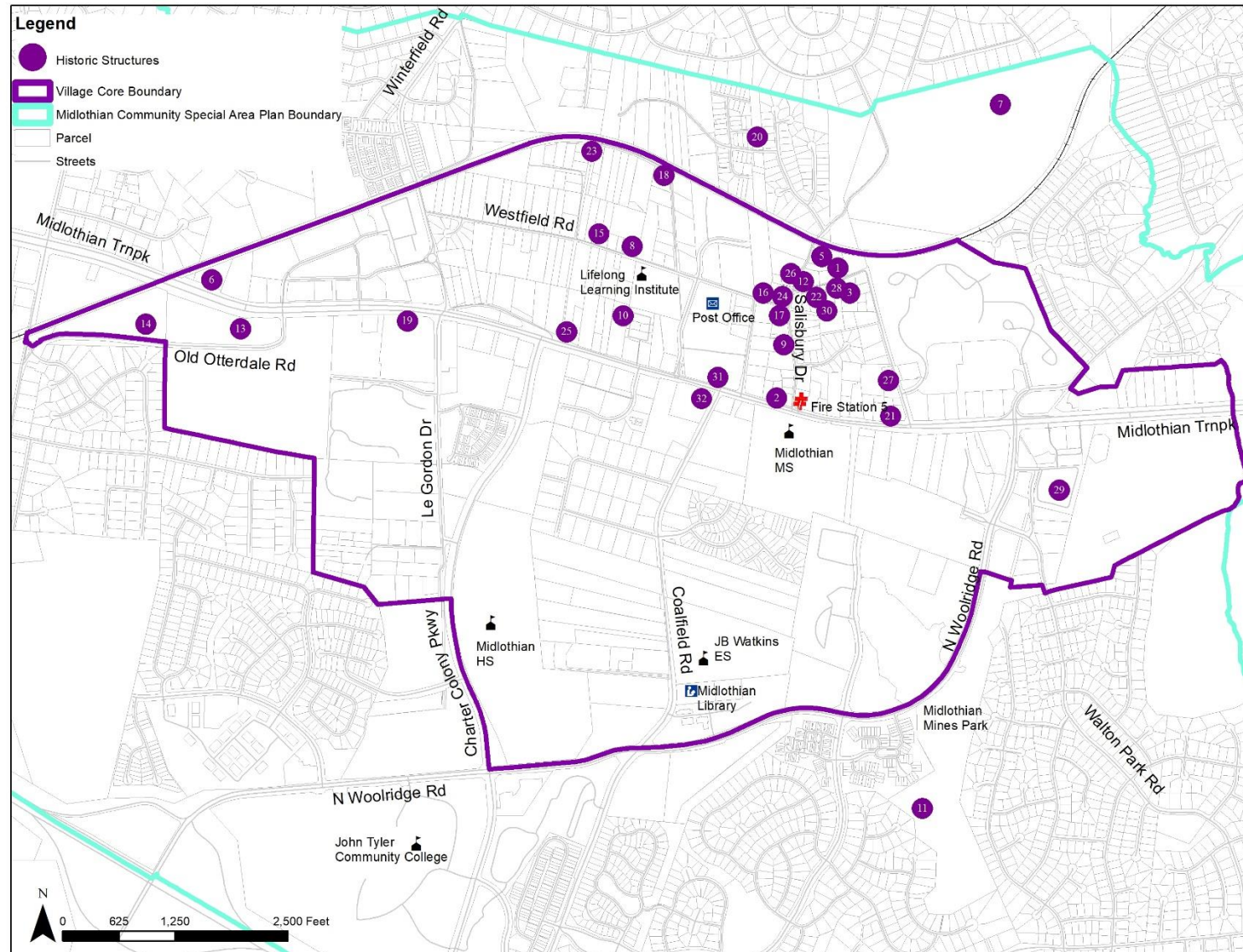


**HISTORICAL HIGHWAY  
MARKER AT MIDLOTHIAN  
ELEMENTARY SCHOOL –  
DEDICATED IN AUGUST 2019**



**IVYMONT HOUSE – BUILT BETWEEN 1855-1860 ONE  
OF TWO LOCALLY DESIGNATED HISTORIC LANDMARKS  
IN THE PLAN AREA NOW SERVES AS AN OFFICE**





MAP OF EXISTING HISTORIC STRUCTURES POTENTIALLY ELIGIBLE FOR COUNTY LANDMARK DESIGNATION

Label	Name	Historic Structure	Year Built	County Designation
1	Anderson House	Midlothian House	1915	No
2	Bach House	Midlothian House	1850	No
3	Bailey House	Midlothian House	1910	No
4	Ball Farm	Medium Farmhouse	1830	No
5	Butler House?	Large Farmhouse	1900	No
6	Eastman House	Large Farmhouse	1880	No
7	Etna Hill	Large Farmhouse	1740	No
8	First Baptist Church of Midlothian	Midlothian Church	1850	No
9	Fisher House	Midlothian House	1910	No
10	Grimes Farm	Medium Farmhouse	1945	No
11	Grove Shaft Mine Ruins	Mining Ruins	1850	No
12	Hall House?	Large Farmhouse	1840	No
13	Herbert Farm?	Medium Farmhouse	1949	No
14	House	Large Farmhouse	1880	No
15	House	Midlothian House	1889	No
16	House	Midlothian House	1860	No
17	House	Midlothian House	1900	No
18	House	Medium Farmhouse	1922	No
19	Ivymont	Midlothian House	1855	Yes
20	Jackson House?	Medium Farmhouse	1910	No
21	Jewett-Bass Store	Store/Tavern	1870	No
22	Kerby House	Midlothian House	1835	No
23	Lee House	Midlothian House	1925	No
24	Midlothian Masonic Lodge	Midlothian Lodge	1875	No
25	Mimms House	Midlothian House	1870	No
26	Morrisette House	Midlothian House	1910	Yes
27	Mt. Pisgah Church	Midlothian Church	1927	No
28	Post House?	Large Farmhouse	1940	No
29	Railey Hill	Large Farmhouse	1795	No
30	School	Midlothian School	1890	No
31	Sycamores	Midlothian House	1800	No
32	Winfree Memorial Church	Midlothian Church	1924	No

## Existing Land Use and Zoning

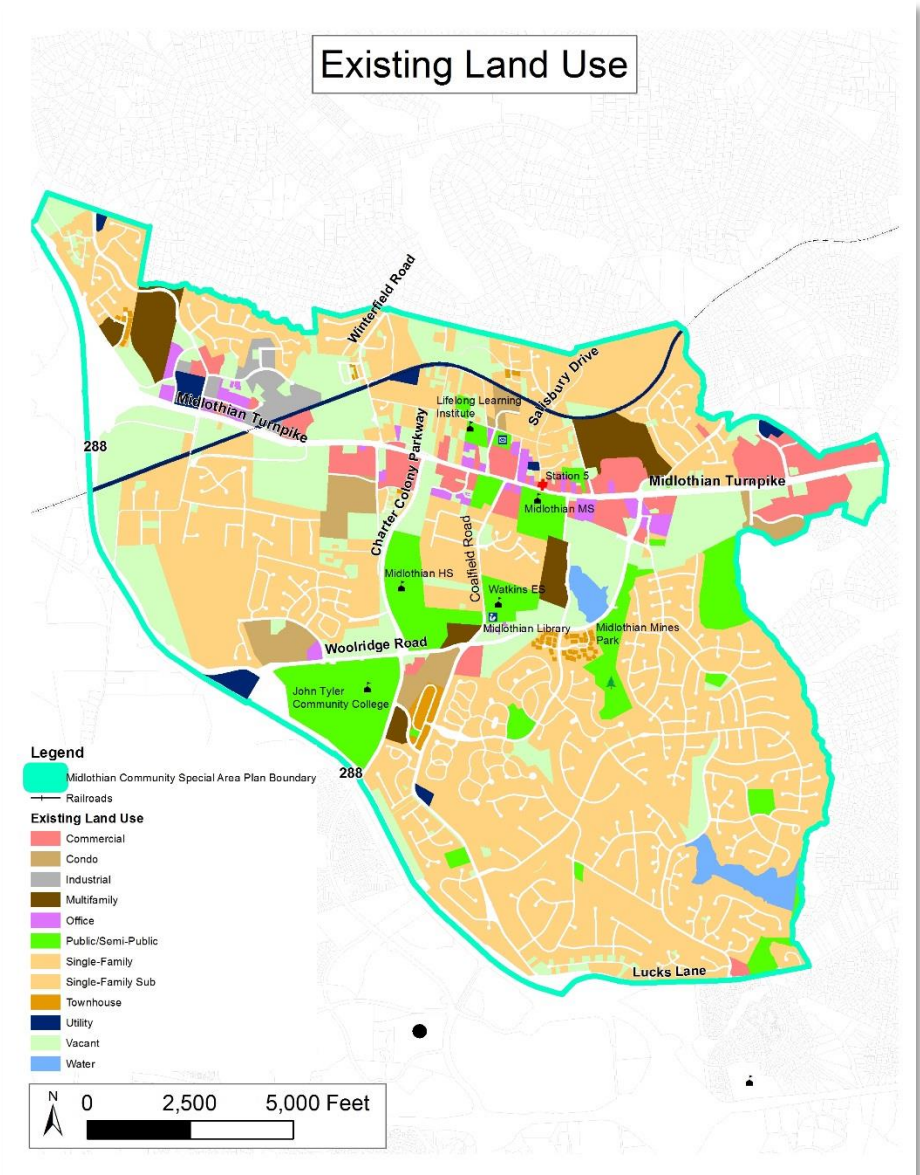
The existing development pattern within the plan geography consists of single family residential, townhouse and multifamily developments, with commercial and office uses concentrated along Midlothian Turnpike.

In some cases, the existing zoning does not match the uses recommended by this plan. During the initial community engagement effort, residents identified area businesses as a positive feature of the community, while also expressing a desire for additional shopping, dining and entertainment opportunities. This plan promotes improvements to and/or redevelopment of structures within the Village Core to provide enhanced spaces that could help attract additional neighborhood-serving businesses to the community.

The Village Core area should have high quality village-style design standards that support neighborhood-scale developments. The village style is characterized by a commercial core with a variety of moderate intensity commercial uses and housing options that are accessible to both vehicles and pedestrians. Appropriately scaled mixed use development to include vertically and horizontally integrated residential uses is recommended along Midlothian Turnpike. New development and/or redevelopment should be designed to enhance the sense of place within the community.

A large portion of the Village Core is already zoned for commercial and/or residential uses. Automobile-oriented uses allowed under the current zoning would not be appropriate according to the recommendations of this plan.

Within the Village Core there is concern regarding aging structures, commercial vacancy and the encroachment of suburban style big box development. Alternative uses for large vacant buildings within the village core could include reuse of existing space for an indoor market,

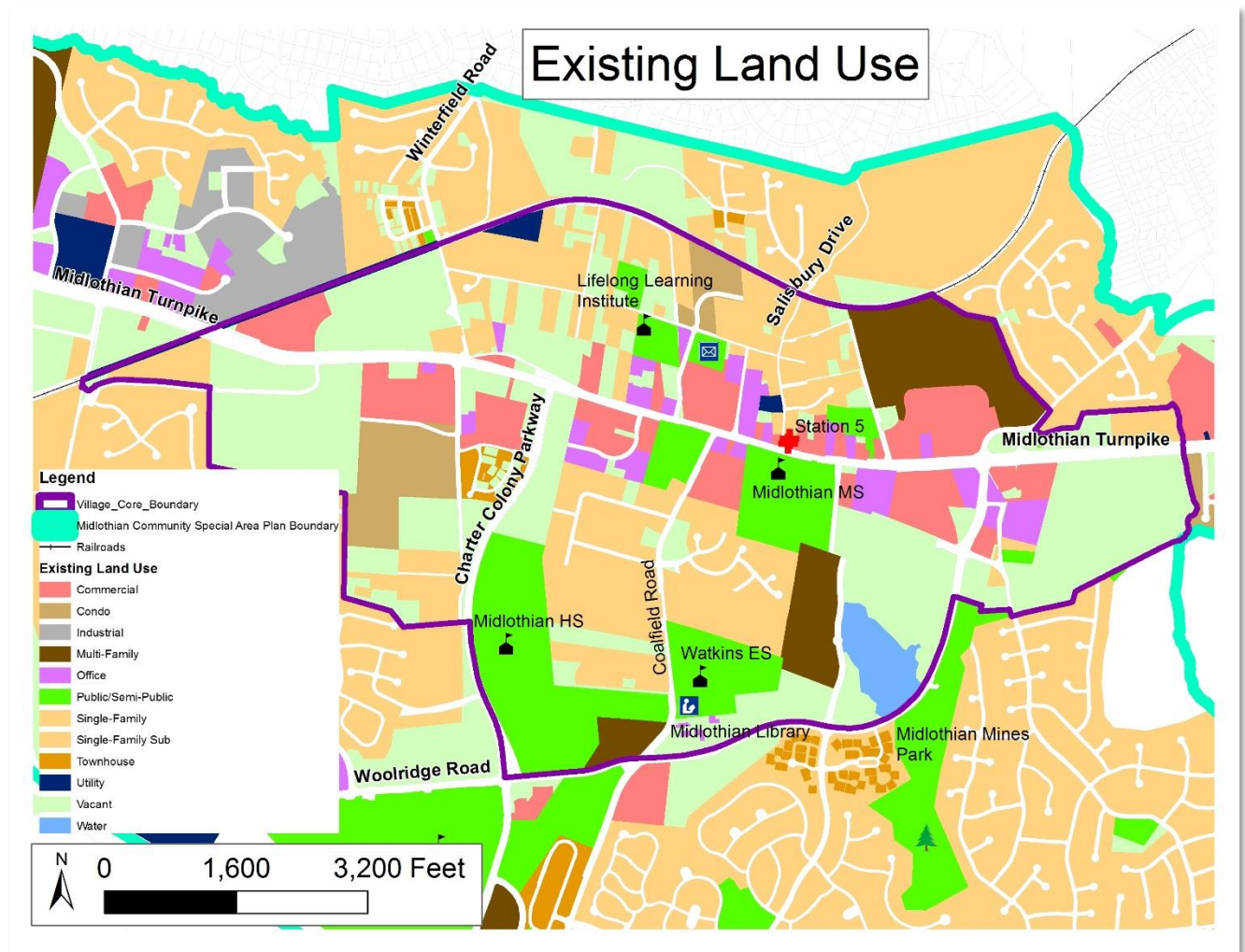




community center, or other use that requires a larger footprint. Alternatively, the buildings could be broken up into smaller spaces for multiple individual users or redeveloped in whole.

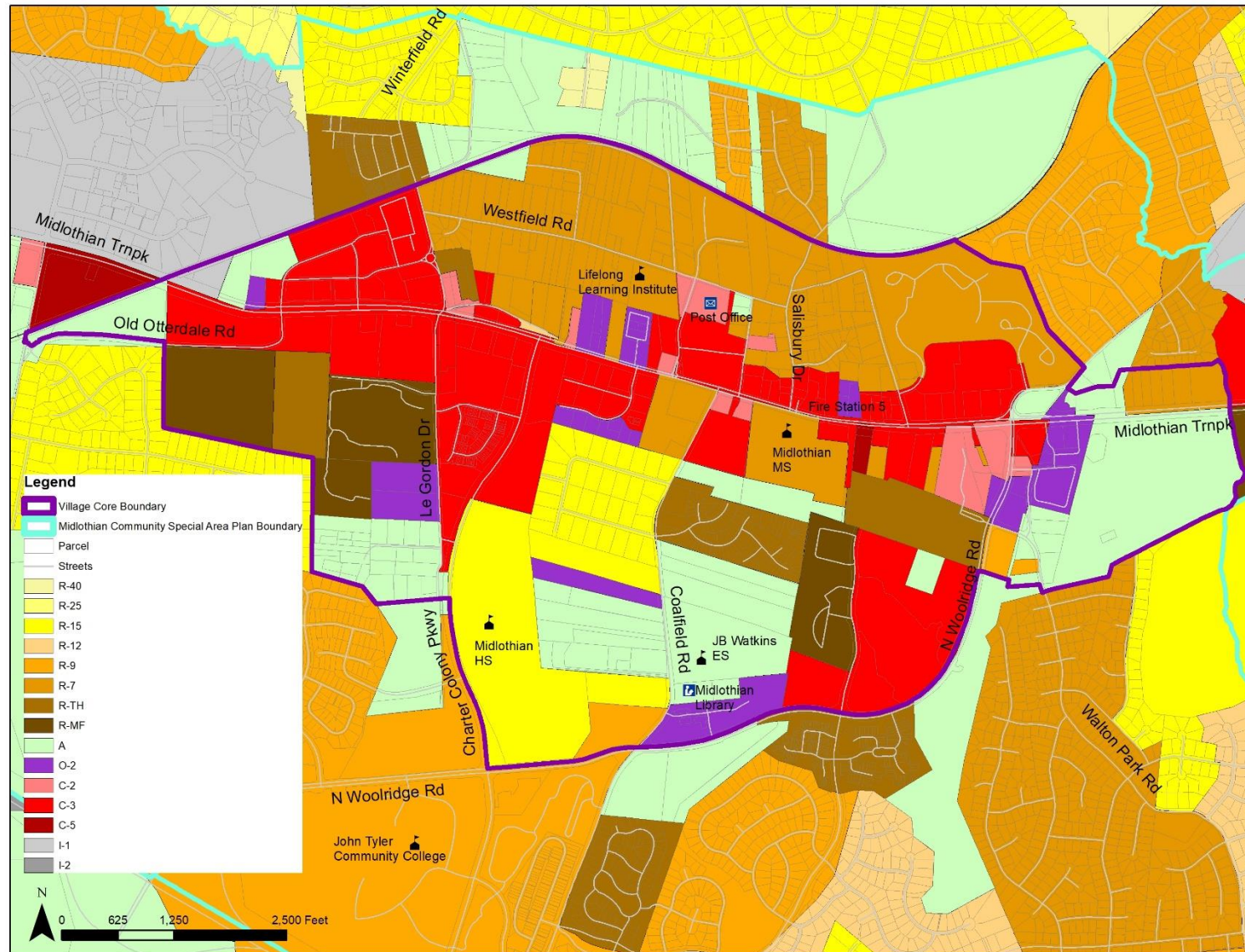
The Village Core is surrounded by strong and stable village supporting residential neighborhoods that provide a limited variety of housing options. Additional small lot single family, townhouse/rowhouse, condo and small scale multifamily could provide additional housing choice options.

There are several public/private facilities within the plan area that provide services to area residents and are assets within the community. These include area churches and places of worship, the Masonic Lodge, neighborhood recreation facilities, and the YMCA.



Currently residential land uses account for a majority of the land area within the plan boundaries. Existing residential uses account for 62 percent of the land area within the geography for a total of 2,714 acres. Approximately 18 percent of the land area within the study area is vacant, a total of 763 acres. The next highest use is Public/Semi-Public, including school facilities, parks and other public facilities in the study area. These account for nine percent of the land area, a total of 373 acres.

Existing Development	Midlothian Plan Boundary			Village Core		
Land Use	Units	Square Footage	Area (Acres)	Units	Square Footage	Area (Acres)
Single Family	178	-	518	107	-	176
Single Family Subdivision	4,322	-	1,930	183	-	73
Townhouse	358	-	41	20	-	6
Apartments	1,235	-	135	727	-	78
Condominiums	944	-	89	183	-	43
Commercial	-	1,708,384	244	-	961,760	121
Office	-	428,240	67	-	236,706	40
Industrial	-	548,626	53	-	0	0
Public/Semi-Public	-	-	373	-	-	151
Vacant	-	-	763	-	-	355
Water	-	-	57	-	-	18
Utility	-	-	43	-	-	8
<b>Totals</b>	<b>7,037</b>	<b>2,685,250</b>	<b>4,313</b>	<b>1,220</b>	<b>1,198,466</b>	<b>1,068</b>



MAP OF CURRENT ZONING IN VILLAGE CORE



## Existing Housing Stock

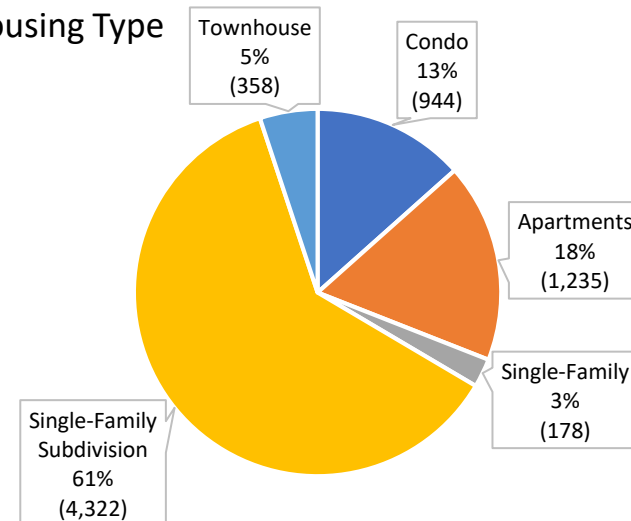
In the Midlothian plan area, there are a total of 7,037 existing housing units. Most of these units are single family homes in subdivisions, which account for 61 percent of the housing in the study area. The breakdown of the percentage and number of housing units by type is presented in the chart on this page.

As of 2018 the median assessment for single family homes in the Midlothian plan area was \$314,200. The median size based on square footage of finished area was just over 2,400 square feet, and the median age of single-family homes was 26 years old with a year built of 1993.

A summary of residential development over the last ten years, from 2008 to 2018 by housing type is included on the following page. During this time a total of 1,260 new residential units were built. Of new development during this timeframe 46 percent was single family in subdivision, 24 percent was condo, 15 percent was apartments, 15 percent was townhouse and 0.5 percent was single family not in subdivisions.

Single Family Housing	
Midlothian	
Median Assessment	\$314,200
Median Size (Sq. Ft.)	2,408
Median Year Built	1993
Homes built in last 10 years (2008-2018)	566 (+15%)

Percentage of Units  
by Housing Type



Subdivision	Housing Type	Units built 2008- 2018
MIDLOTHIAN WOOD CONDOMINIUM	Condo	20
WESTWOOD VILLAGE CONDOMINIUM	Condo	288
BRIDGE CREEK DR & CREEKWILLOW	Apartment	70
CHARTER COLONY PY & MANDERS DR	Apartment	118
Throughout Area*	Single-Family (non-subdivision)	6
ASHTON VILLAGE	Single-Family Sub	40
BERKLEY VILLAGE	Single-Family Sub	25
BROOKCREEK CROSSING	Single-Family Sub	144
GLENMORE VILLAGE	Single-Family Sub	6
HARTLEY VILLAGE CHARTER COLONY	Single-Family Sub	4
HAWTHORNE VILLAGE	Single-Family Sub	20
HAYWOOD VILLAGE	Single-Family Sub	57
LITTLE TOMAHAWK STATION	Single-Family Sub	25
MADISON VILLAGE	Single-Family Sub	3
OXFORD VILLAGE	Single-Family Sub	31
QUEENSBUFF	Single-Family Sub	33
QUEENSGATE	Single-Family Sub	75
ST IVES	Single-Family Sub	43
STEWART VILLAGE	Single-Family Sub	34
WALTON PARK	Single-Family Sub	2
WINTERFIELD PARK	Single-Family Sub	20
WINTERFIELD STATION	Single-Family Sub	8
Single Family Sub with 1 unit built**	Single-Family Sub	4
ABBAY VILLAGE	Townhouse	76
BROOKCREEK CROSSING	Townhouse	42
CROFTON VILLAGE	Townhouse	21
WINTERFIELD PARK	Townhouse	45
<b>Total</b>		<b>1260</b>

\*Non-Subdivision Single-Family units built throughout plan area between 2008-2018

\*\* Subdivisions with one unit built between 2008- 2018: Walton Bluff, Sycamore Village, Otterdale, Buckingham Manor

## Planned Residential Development

In the Midlothian plan area (as of September 2019)

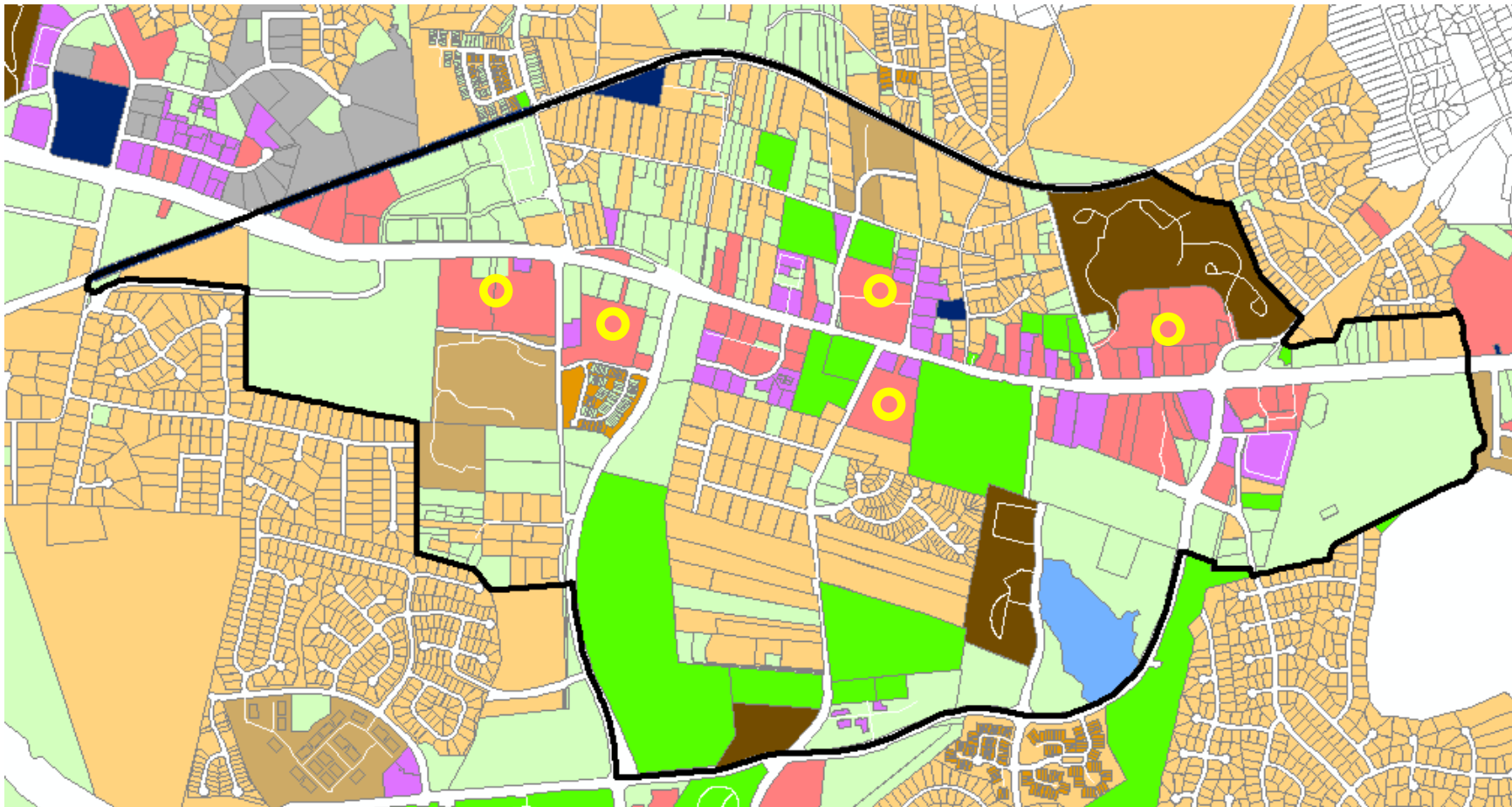
Name	Type	Units*	Status
BWS (17SN0807)	Townhouse & Multifamily	435	No plans submitted.
Coalfield Station (07TS0212)	Townhouse	155	Tentative Subdivision Plan approved. Pending rezoning case (19SN0601)
Crofton Village (16TS0173)	Townhouse	73	Under construction.
Winterfield Park (06TS0223)	Townhouse & Single Family	148	Under construction.
St. Ives (06TS0337)	Single Family	20	Under construction.
Winterfield Commons (18SN0836)	Townhouse & Multifamily	65	Site Plan pending approval.
Winterfield Crossing (15SN0656)	Multifamily	250	Age restricted, no plans submitted.
Total		1,146	

\*Units are zoning maximums and does not include constructed units from previous table



## Shopping Center Redevelopment Sites

Several opportunities exist for redevelopment and/or revitalization of the existing aging suburban style shopping center developments within the Village Core. These centers offer opportunities to incorporate housing in addition to retail, commercial and office uses if designed as mixed use, pedestrian friendly developments with a village scale. Higher densities may be considered with the redevelopment of shopping centers if additional public infrastructure is provided. These potential redevelopment opportunity sites include Sycamore Square, Midlothian Station, Ivymont Square Shopping Center, Charter Colony Shopping Center and the Village Marketplace Shopping Center. Additional areas could be evaluated and considered as potential opportunity redevelopment sites on a case by case basis.



## Great Place to Raise a Family

Midlothian is known as a great place to raise a family and a great place to live in the Richmond region. This reputation has put Midlothian on national lists recognizing the overall high quality of life of the area and its desirability. In 2011, CNBC ranked Midlothian sixth best suburb in the country based on the mix of housing, good schools, educated neighbors, employment and reasonable commuting times.

## Bicycle and Pedestrian Connectivity

The village character and proximity of area destinations to each other and to the surrounding neighborhoods increases the desire and potential for Midlothian to be a more walkable and bikeable community.

Pedestrian and biking facilities are recommended in this plan to connect neighborhoods, community amenities and the commercial services within the Village Core, thereby providing recreational and alternative transportation choices to residents, workers and visitors. A well designed, connected and safe network could slow traffic through the area, assist in alleviating parking issues, provide health benefits and support local businesses. This network should also enhance the ‘village feel’ and add to the desirability of the community as a great place to live, work, visit and play.

The countywide Bikeways and Trails network identifies the need for several bicycle facilities through Midlothian. The Infrastructure Plan provides further guidance on facility recommendations and connections to the overall countywide network. Providing pedestrian and biking accommodations in an already developed area is often difficult, costlier and, in many instances, requires acquisition of additional property and/or easements. While construction may necessitate removal of existing vegetation and landscaping, wherever possible, impacts on existing developed properties and vegetation should be minimized. Removed vegetation should be replaced with a species that will enhance the area.

The existing pedestrian and bicycle infrastructure consists of sections of existing sidewalk and bike lanes. Existing facilities do not provide adequate connections to destinations in the community such as residential neighborhoods or public and semi-public facilities. Further, the current infrastructure lacks marked or signalized crossings at all major intersections. VDOT Guidelines for the Installation of Marked Crosswalks state that they provide “reasonable expectations for motorists with regard to where pedestrians may cross a roadway and the predictability of pedestrian actions and movement.” Crosswalks should be considered in safe locations where people are likely to cross the road to access the existing or proposed pedestrian and bicycle network.

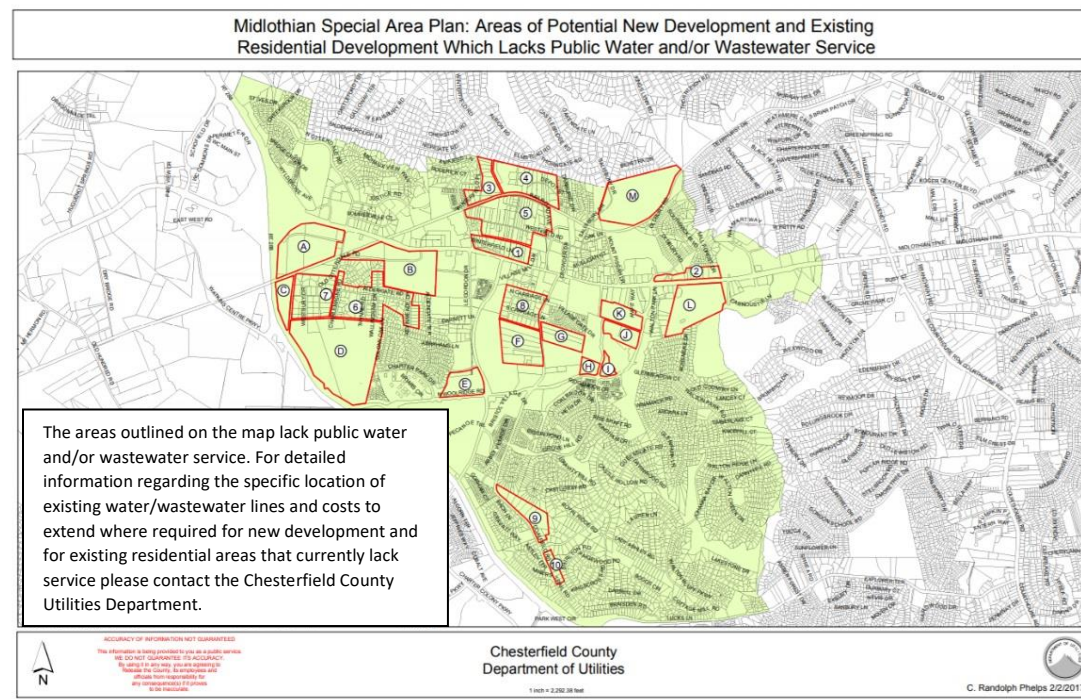
Some sidewalks are built by the private sector and are maintained by the development owner or an owners’ association. Having these sidewalks accepted into the state highway system will ensure their long-term maintenance and public use. Sidewalks located within the public right-of-way are maintained by VDOT. These sidewalks are located parallel to a road and are typically separated from vehicular traffic by a buffer strip and curb and gutter. They may be constructed as a public project or by the private sector as a part of new or redevelopment. The preference of this plan would be for all sidewalks to be public, not private.

## Overhead Utility Lines

Overhead utility lines and associated utility poles, prevalent along area roads, detract from the aesthetics of the community, especially along Midlothian Turnpike. Relocating utility poles or burying lines underground is expensive, and most likely would have to occur on a comprehensive basis rather than piecemeal. As pedestrian and bicycle facilities and other streetscaping improvements are made, designs must be cognizant of the existence of overhead utilities. As redevelopment occurs, placement of overhead lines underground should be considered.

## Public Water and Wastewater

The majority of the study area is served by an extensive system of public water distribution mains and wastewater collection lines; however, there are pockets within the study area that do not have access to public water and/or wastewater service. Typically, these are older residential communities developed prior to the extension of public utilities to the area. The following map identifies areas that are not currently served by public water and/or wastewater service. Existing developments may pursue the creation of water and/or wastewater assessment districts to pay for the extension of public service to their area. New developments are required to connect to the public system, including constructing the necessary system improvements.





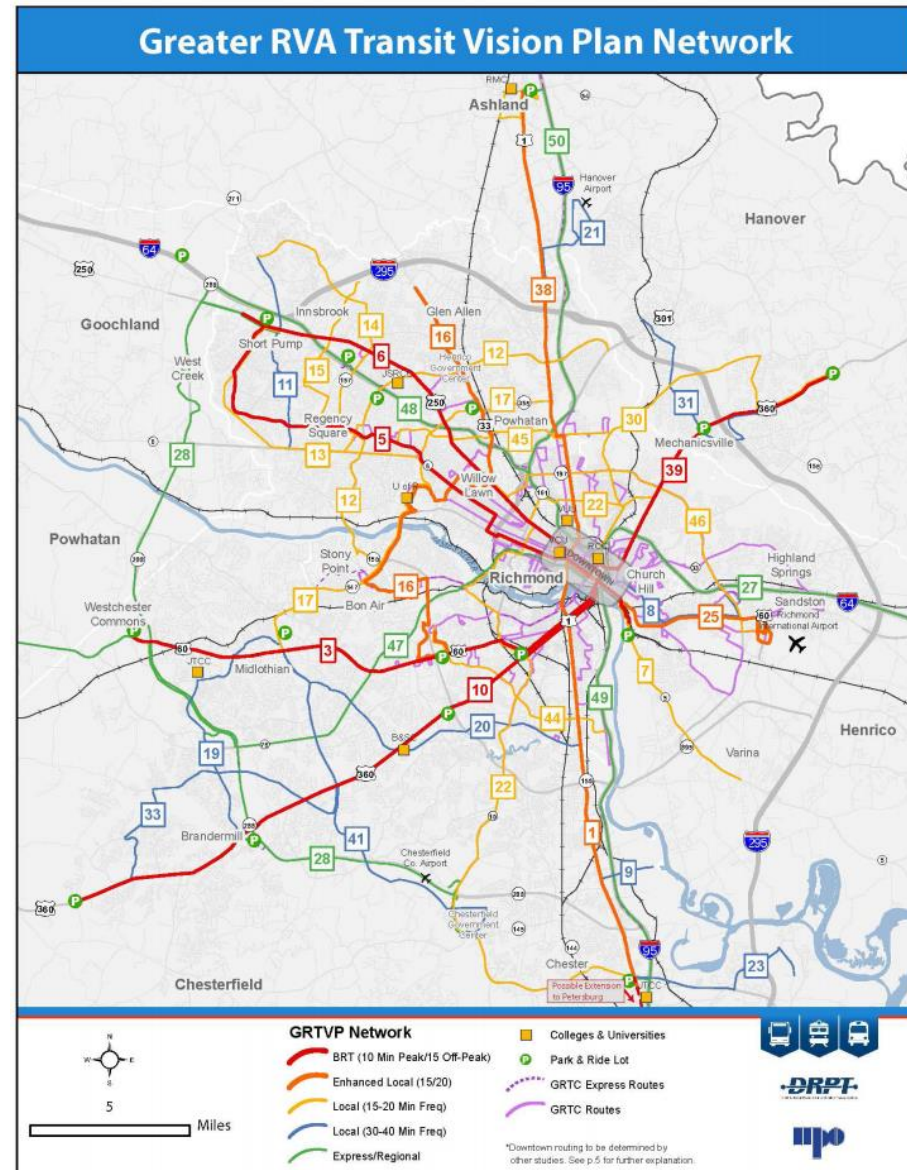
## Streetscaping Maintenance

With increased streetscaping comes an additional need for consistent maintenance to preserve the quality and appearance of improvements within the Village Core area. One example of how this is being done in other parts of the county is the Midlothian Initiative to Revitalize Rights of Way (MIRR), which was established in 2009 as a result of the Greater Southport Business Association working with the Virginia Department of Transportation, Chesterfield County, and the local business community to develop and implement a streetscape plan as a way to improve the overall appearance of the Midlothian Turnpike business corridor. The project is funded by a two-cent supplemental real estate property tax on all real estate located within the district. A similar district in the Midlothian Village area could allow for consistent maintenance and the overall upkeep of streetscaping amenities recommended within the area in this plan.

## Greater Richmond Transit Vision Plan

Major investments such as transit require both a unified vision and planning. In 2015 the Virginia Department of Rails and Public Transportation (DRPT), in cooperation with the Richmond Regional Transportation Planning Organization (RRTPO) and GRTC, developed the Richmond Region Transit Vision Plan to address this issue. The study team used current transit and demographic data, land use data and plans, transit and population forecasts, public opinion surveys, and stakeholder input to create and present a regional transit vision plan to stakeholders and the public that will guide transit development in the region through 2040.

This plan includes a recommendation for Bus Rapid Transit from The Pulse downtown station(s) to Westchester Commons along Route 60.

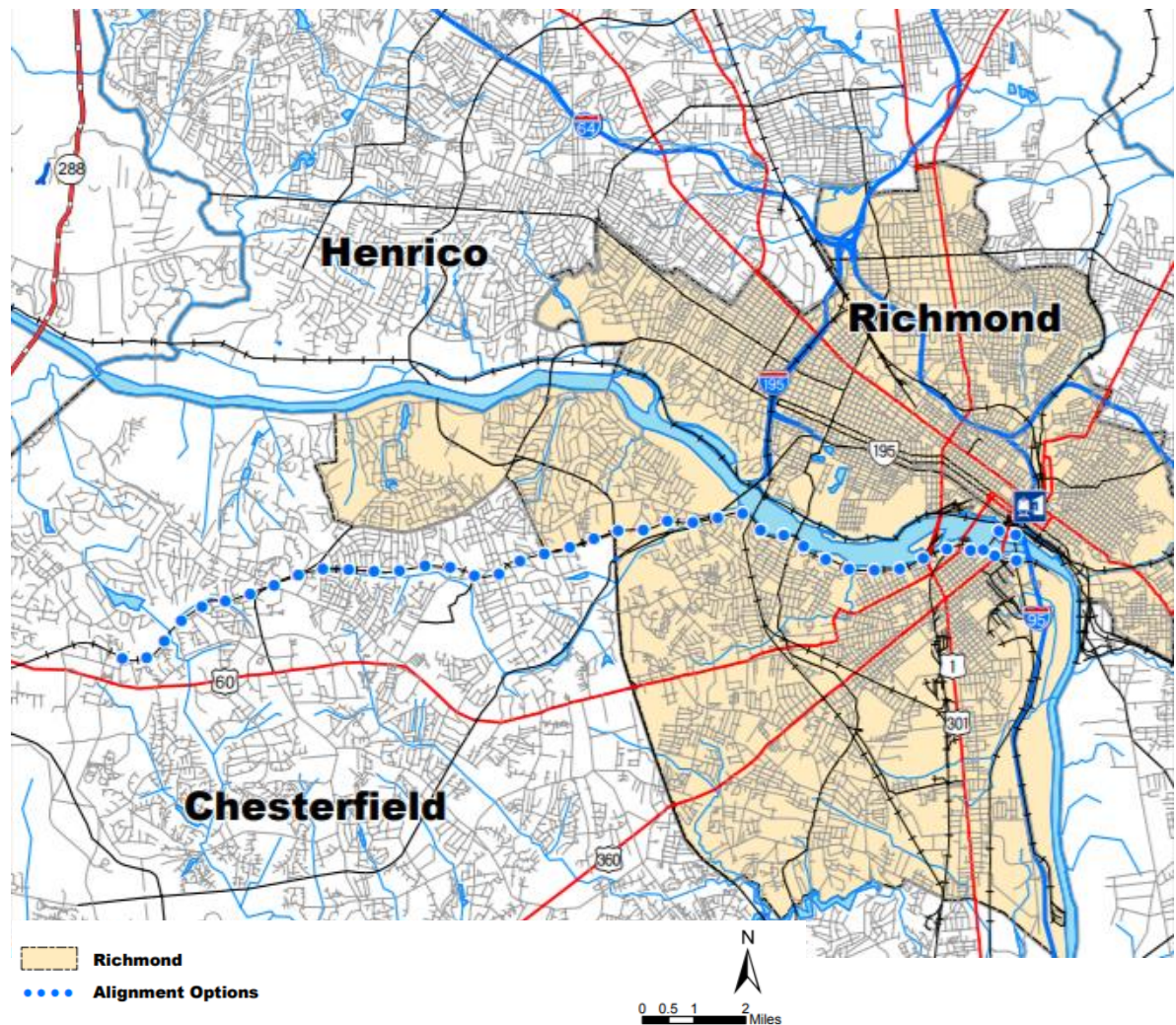


## Passenger Rail Service

The countywide comprehensive plan and the Midlothian Community Special Area Plan support commuter and light rail services along the existing Norfolk Southern Railroad corridor which traverses Midlothian. In 2003, the Richmond Metropolitan Planning Organization (now called the Richmond Regional Transportation Planning Organization) identified the approximately 15-mile Midlothian commuter rail running from Main Street Station in downtown Richmond to Otterdale Road as having the greatest potential for commuter rail service, with the terminal station located in the vicinity of Otterdale Road in Midlothian. Should further consideration or development of this facility occur, this plan should be amended to incorporate impacts and infrastructure necessary to accommodate this facility.

## Small Business Incentives

Small businesses have played an important role in the Midlothian community and should continue to be a part of the vibrant community envisioned in this plan. The creation of an incentive district to promote and attract small scale, local and creative businesses should be pursued.



MAP OF POTENTIAL MIDLOTHIAN COMMUTER RAIL



## Section 3: Vision, Concept Plan & Major Guiding Elements

### Vision Statement

*Midlothian is a modern village with traditional style. The Village offers a compact variety of destinations, activities, and opportunities for social interaction, serving as the center of a larger community.*

### Midlothian Tomorrow

Midlothian will continue to be a thriving community, attracting new families and residents to the area. The quality, variety and stability of neighborhoods as well as the area's excellent public facilities, variety of commercial and retail establishments, and employment opportunities contribute to the community's vibrancy as a great place to live, work, learn, play and visit. Midlothian will be known as a unique destination in Chesterfield County, as well as the wider Richmond region, for its vibrant village atmosphere and strong sense of community. People can safely walk, bike or drive from their neighborhood to local shops and restaurants, socialize with their neighbors at community events and activities, and celebrate Midlothian's past, present and future!

The Village Core, centered along a reimagined Midlothian Turnpike, will consist of a mix of high-quality uses including: neighborhood serving retail and commercial uses; office uses that promote employment within the area; a variety of housing types/options; and mixed-use development that integrates higher density residential uses with commercial and office uses. New and redevelopment within the Village Core will complement and enhance the village style development pattern of the area and emphasize pedestrian and bicycling connectivity within the community.

Community destinations should be incorporated into both existing and new projects throughout the entire plan geography to serve as places for people to gather and interact with one another and to further promote the Midlothian identity. A network of connected streets makes up a convenient grid pattern in the Village Core providing options for travel within the area, while a comprehensive system of pedestrian and bicycling improvements will provide area residents and visitors with safe alternative transportation options as well as recreational opportunities.



**CONCEPTUAL GRAPHIC SHOWING A REIMAGINED MIDLOTHIAN TURNPIKE INCLUDING NEW VILLAGE SCALED DEVELOPMENT FRONTING ON WIDE SIDEWALKS WITH AMENITIES FOR PEOPLE**





MIDLOTHIAN TURNPIKE EXISTING CONDITIONS



CONCEPTUAL RENDERING OF A REIMAGINED MIDLOTHIAN TURNPIKE INCLUDING – LANDSCAPED MEDIAN, SHARED USE PATH, AND NEW DEVELOPMENT FRONTING ON WIDE SIDEWALKS

## Guiding Principles

The Midlothian Community Special Area Plan:

- Guides the restoration and enhancement of the existing walkable village core;
- Advocates for the reconfiguration of the suburban development within it into more walkable forms;
- Supports the preservation of its natural and historic built environments;
- Supports infill development that will conserve environmental resources, promote economic investment and enhance the social fabric while reclaiming underutilized land and land devoted to the priority of the automobile; and,
- Seeks greater connectivity in the Village Core.

## Guidelines

Plan Guidelines address the unique characteristics and history of the community while providing a guide for future growth and development decisions within the area.

## Community Scale

- **Development Pattern.** New development and redevelopment should be organized as neighborhoods and districts and integrated within the existing and planned village pattern.
  - Neighborhoods should be compact, pedestrian-friendly and mixed use.
  - Many activities of daily living should occur within walking distance and be connected by safe and convenient non-vehicular facilities.
  - New civic, institutional and commercial activity should not occur as isolated, remote, single-use complexes, but integrated with surrounding existing and planned development.
- **Community Diversity.** New development within the community should support a diverse range of needs and income levels.
- **Housing Variety.** New development should support a mix and variety of housing choices such as type, size, price and style to accommodate a wide range of housing needs at all stages of life. To this end, accessory dwelling units should be permitted and promoted.
- **Gateway Design.** Work with developers and property owners to create enhanced and attractive gateway areas into the Village Core. Support the preservation of the forested entryways into the village.

- **Green Space and Environmental Resources.** Support the preservation and protection of environmental resources and green space with new development. Require new development to provide open space as part of their proposal. Provide remediation and mitigation measures with new development proposals for areas of potential past mining activity.
- **Reuse of Vacant Commercial.** Support the reuse of existing vacant commercial space within the village for new commercial users or for other uses that would enhance the community.
- **Economic Development.** Support small-scale, unique and local businesses including neighborhood serving commercial, retail and office services that are compatible with the village setting in Midlothian.
- **Aggregation.** Support aggregation of property within the Village Core for development and/or redevelopment during the rezoning and site development processes, to better facilitate development patterns recommended by this plan.

## Thoroughfares

- **Streets and Civic Spaces as Community Assets.** Streets and civic spaces should be safe, comfortable and interesting to the pedestrian. Properly configured, such streets encourage walking and enhance social life within the community.
- **Streetscaping and Pedestrian Amenities.** Develop streetscape standards for new development within the Village Core that contribute to the village identity and create an attractive and comfortable pedestrian and shopping environment by incorporating features such as pedestrian facilities, pedestrian-scale street lighting and signage, landscaping, and other similar amenities. Support the construction of streetscaping and pedestrian amenities as part of development proposals, as well as part of larger scale, coordinated public projects.
- **Walking and Biking.** Develop a comprehensive, connected, accessible and safe network of walking and biking facilities within the community for all ages and abilities.
  - Sidewalks should be public.
  - Impacts on existing developed properties and vegetation should be minimized with the construction of new bicycle and pedestrian improvements. Removed vegetation should be replaced with landscaping that will enhance the area.
- **Reimagined Route 60.** Pursue funding for Midlothian Turnpike improvements intended to enhance the village feel when traveling along Route 60 in the village. This redesign should include narrower lanes, a landscaped median, bicycle and pedestrian improvements and a consistent 35 miles per hour speed limit.
- **Connectivity.** Support the development of a network of connected streets that safely tie the Village Core to the surrounding neighborhoods and area destinations.



- **Access and Mobility.** Access and mobility throughout the region should be maximized while reducing dependence on the automobile by supporting transit, pedestrian and bicycle networks. Transit should be accommodated and encouraged to provide additional options and opportunities to area residents and businesses. Should further consideration or development of passenger rail occur, the proposal, to include details of the siting, parking, access and other impacts, should be evaluated through an amendment to this plan.

### Civic Spaces and Buildings

- **Distinctive Civic Buildings and Public Gathering Places.** Civic buildings and public gathering places located at important sites within the community help reinforce community identity. They deserve distinctive form because their role is different from that of other buildings and places in the Village Core.
- **A Range of Civic Spaces.** A range of civic spaces including parks, greens, squares, plazas, playgrounds and community gardens should be distributed within the Village Core and provided with new development proposals.
- **School Facilities.** Watkins Elementary School, Midlothian Middle School, and Midlothian High School should remain within the Village Core as community facilities. Where possible non-vehicular connections between schools and other public facilities, neighborhoods and other destinations within the Village Core should be made.
- **Parks and Recreation.** Support the incorporation of urban parks into new public and private development within the area. Identify and develop location(s) for new regional and/or community parks to provide additional recreational opportunities for the community.
- **Library Expansion.** Support the expansion of Midlothian Library to that of a regional facility at 35,000 – 40,000 square feet. Encourage partnerships with Parks and Schools to explore opportunities for shared space and use of facility with the expansion.
- **Fire Station 5 Relocation.** Continue to support the relocation of Fire Station 5 to the new site on Midlothian Turnpike and Charter Colony Parkway to better serve the community. Ensure that the new station is of high-quality design and enhances the village feel.
- **Existing Fire Station Use/Adaptive Reuse.** Support the continued use of the existing fire station by the Forest View Volunteer Rescue Squad. Should the volunteer rescue squad decide to relocate or leave the current facility, an adaptive reuse of the building as a restaurant or other community serving use should be promoted and encouraged to preserve the building as a part of the village.
- **John Tyler Community College.** Support expansion of JTCC in accordance with their master plan (including Woolridge/Charter Colony mixed use development).
- **Lifelong Learning Institute.** Support the continuation and expansion of the Lifelong Learning Institute as a community asset dedicated to lifelong learning and personal enrichment.

## Buildings

- **High Quality Village Style Design Standards.** New development and redevelopment should be compatible with the scale and character of Midlothian, while creating a vibrant and positive community identity through high quality design of buildings and public spaces. Promote new mixed use, commercial and office development/redevelopment within the Village Core that incorporates village scale design characteristics including small-scale, walkable and attractive development. A primary task of all architecture and landscape design in the Village Core is the physical definition of streets and civic spaces as places of shared use. Individual architectural projects should be seamlessly linked to their surroundings, regardless of style. Architecture and landscape design should respect and celebrate local history, climate, ecology and building practice and precedents.
- **Mixed Use Development along Midlothian Turnpike.** Mixed use development fronting along Midlothian Turnpike should consist of an integrated mixture of commercial, office and higher-density residential uses. If residential uses are developed along Midlothian Turnpike this should be in conjunction with other non-residential uses.
- **Automobile-Oriented Uses.** Discourage automobile-oriented uses within the Village Core that detract from the overall village feel of the community. Automobiles should be adequately accommodated in ways that respect and even prioritize the pedestrian and the form of streets and civic spaces.
- **Housing Quality.** Support new housing developments that incorporate quality standards for architecture, landscaping and other design features that create unique, attractive places that enhance the community and contribute to a high quality of life.
- **Shared Parking.** Support shared parking areas that optimizes parking capacity by allowing complementary uses to share spaces, reducing the total number of parking spaces needed within the village.
- **Historic Preservation and Adaptive Reuse.** Promote local historic designation and adaptive reuse of structures within the village to support preservation efforts. Work with property owners regarding the potential for a historic district within the community.

## Programming, Infrastructure and Implementation

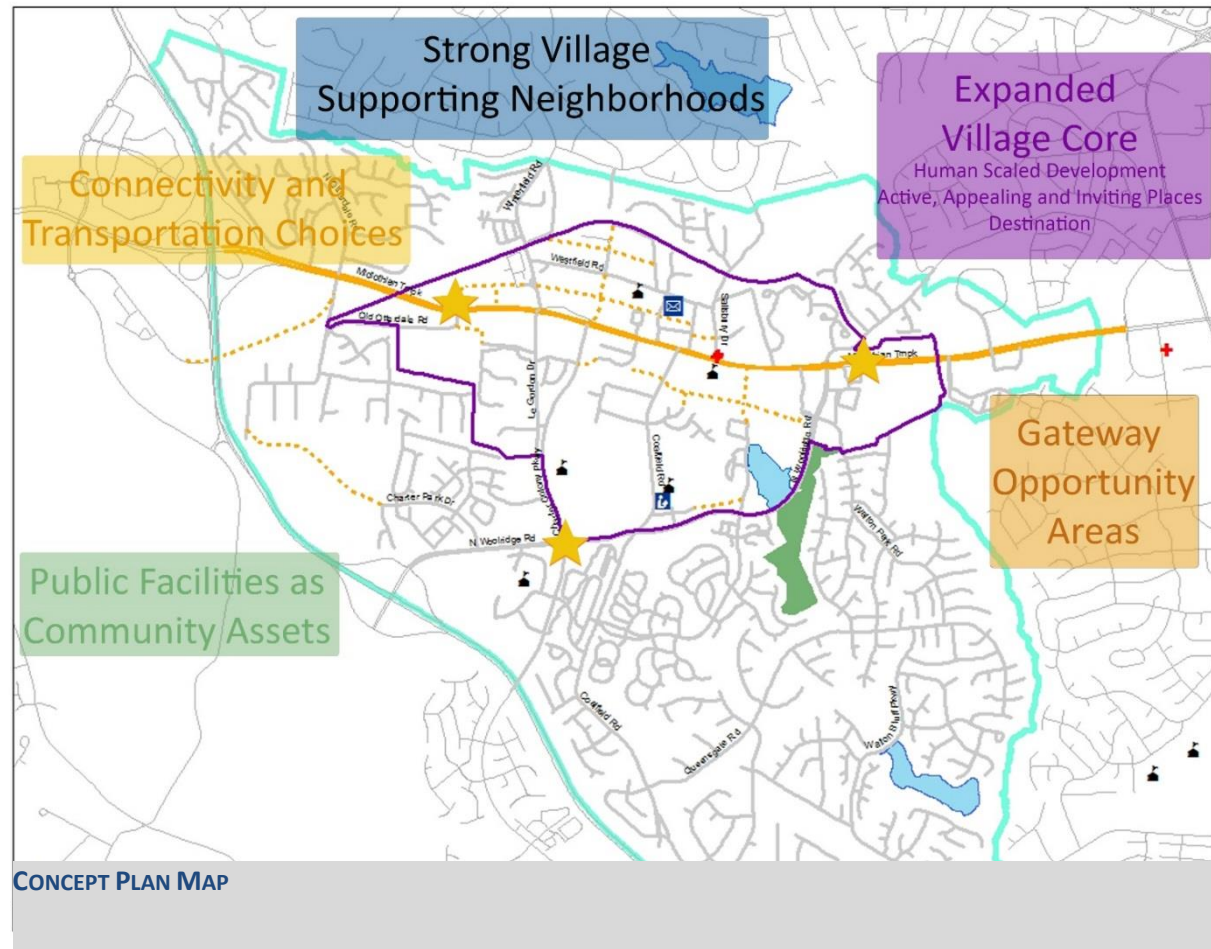
- **Civic Association Formation.** Pursue the formation of a civic association (or expand existing associations) with representation from area businesses, neighborhoods and other community groups to foster investment, represent community concerns and communicate effectively with local, regional and state agencies.
- **Programming & Events within Village.** Support public and private efforts for programming and events within the community to bring people together, highlight community assets and celebrate Midlothian.

- **Public Water and Wastewater System Expansion.** Support the extension of public water and wastewater service to areas within the plan geography that do not currently have such service.
- **Overhead Utilities.** Support relocating utility poles or burying lines underground with new development or redevelopment.
- **Stormwater Improvements.** Support the use of innovative development standards and practices that mitigate the impact of stormwater runoff on water quality.
- **Tree Canopy Management.** Support the protection, preservation or replacement of trees, whenever possible, to maintain and enhance the community's tree canopy.
- **Streetscape Maintenance District.** Support the creation of a streetscape maintenance district with property owners and the community to ensure consistent maintenance and the overall upkeep of streetscaping amenities.
- **Coordination of Public Infrastructure Projects.** Where possible, coordinate public infrastructure projects to improve efficiency, conserve resources and lessen community impacts and tie into the recommended bicycle and pedestrian infrastructure.
- **Funding of Improvements.** Pursue a variety of public and private funding opportunities to provide infrastructure improvements, as outlined in this plan, which serve the community.



## Concept Plan Elements

1. **New Design Guide** – creating a walkable village scale environment and focus on core high quality design standards
2. **Village Expansion and Redevelopment** – Village Core expanded, increased densities and mixed-use development
3. **Village Transportation Network** – grid network, bike/ped improvements and connections, Route 60 improvements (narrower lanes, landscaped median, bike/ped improvements, new development pattern)
4. **Community Gateways** – unique features and signage that identifies the community as a place
5. **Public Gathering Places** – indoor and outdoor, public and semi-public/private
6. **Tie Surrounding Neighborhoods into Village** – through bike and pedestrian facilities
7. **Innovation/Small Business District in Core** – Incentives to attract small scale, local business investment and reinvestment



## Land Use Plan

The Land Use Plan does not rezone property. Rather, the Plan provides guidance for future land use decisions. The Land Use Plan does not impact continuation of existing legal land uses or other uses permitted by existing zoning of individual properties.

The land use plan for the Midlothian Village community can be summarized by thriving single family neighborhoods supporting a vibrant, multi-use Village Core that mixes shops, services, jobs and homes in a pedestrian-friendly community.

**Note 21:** In addition to Corporate Office uses, consideration may be given to Neighborhood Business uses.

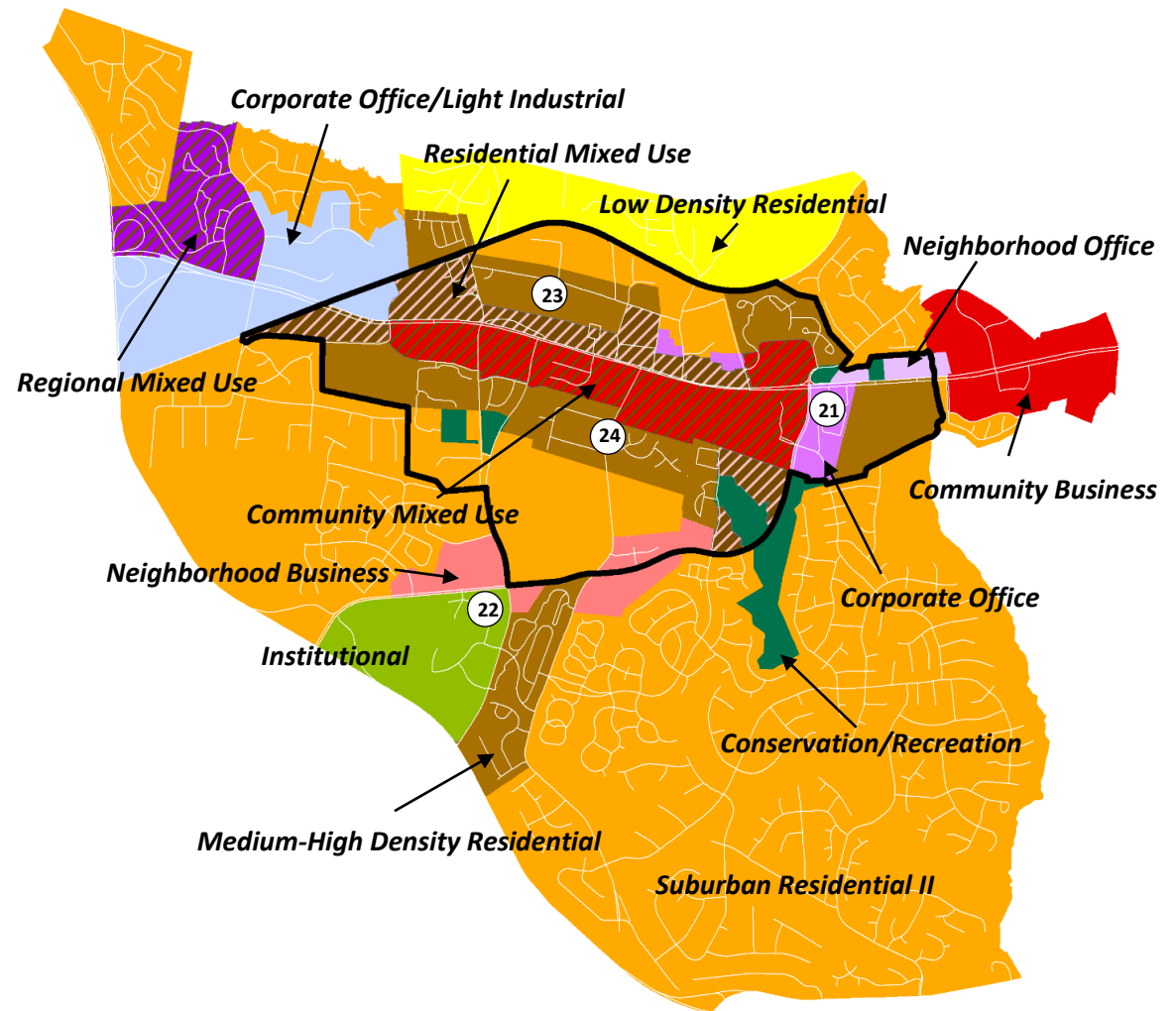
**Note 22:** In addition to Institutional uses, mixed use development of High Density Residential and Neighborhood Business uses may be appropriate when incorporated into the overall design of the campus and intended to primarily serve students and staff.

### **Note 23: Westfield Road Area**

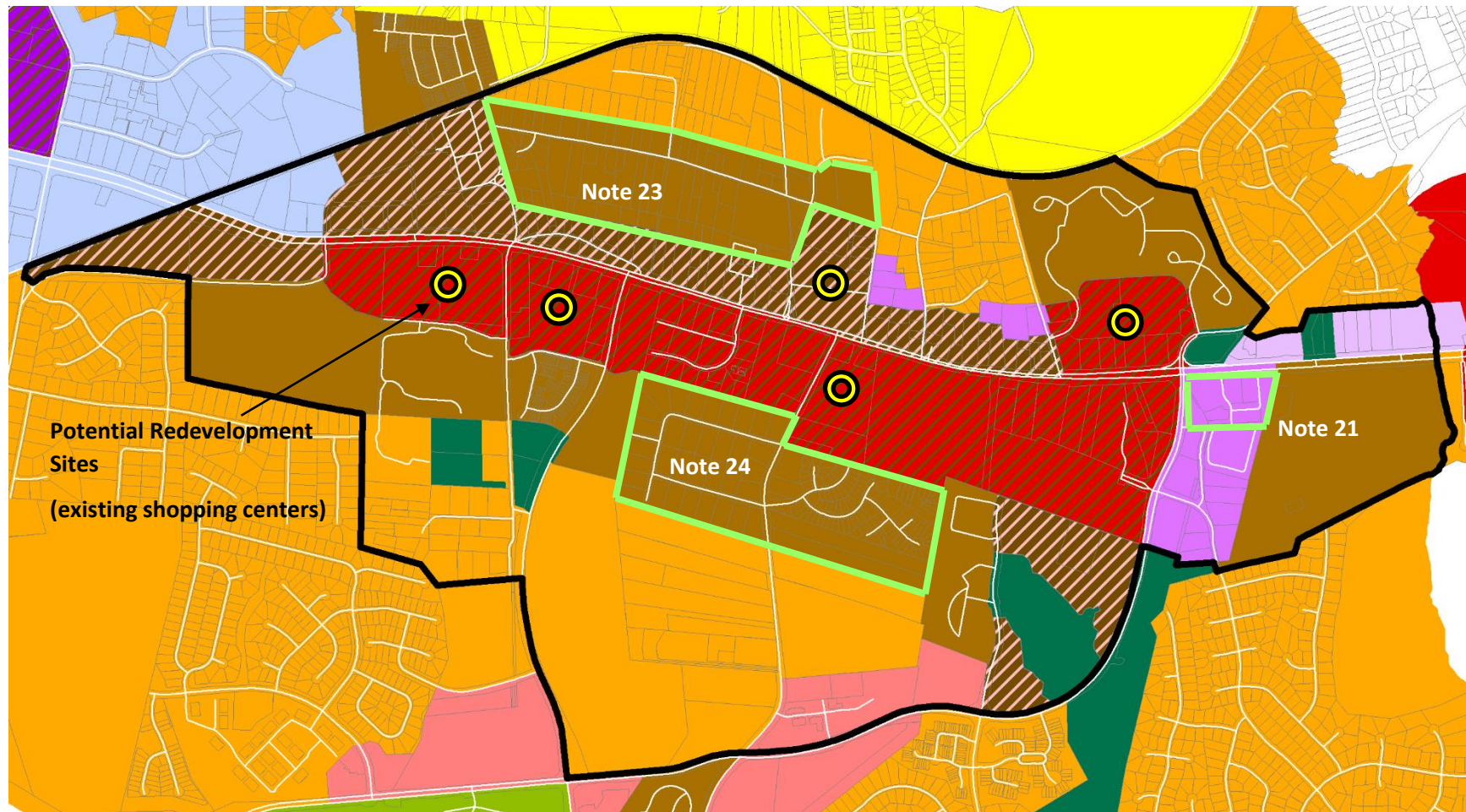
New developments in this area should consist of small-lot single-family detached, duplex, triplex, accessory dwelling units, and other housing types that are of similar scale to single family, not townhouse or multifamily, to protect existing single-family neighborhoods in this area.

### **Note 24: Coalfield Road Area**

New developments in this area should be of a compatible scale and design with existing adjacent residential. If residential uses of a higher density are developed adjacent to single-family, adequate buffers should be employed to protect the existing single-family neighborhoods.



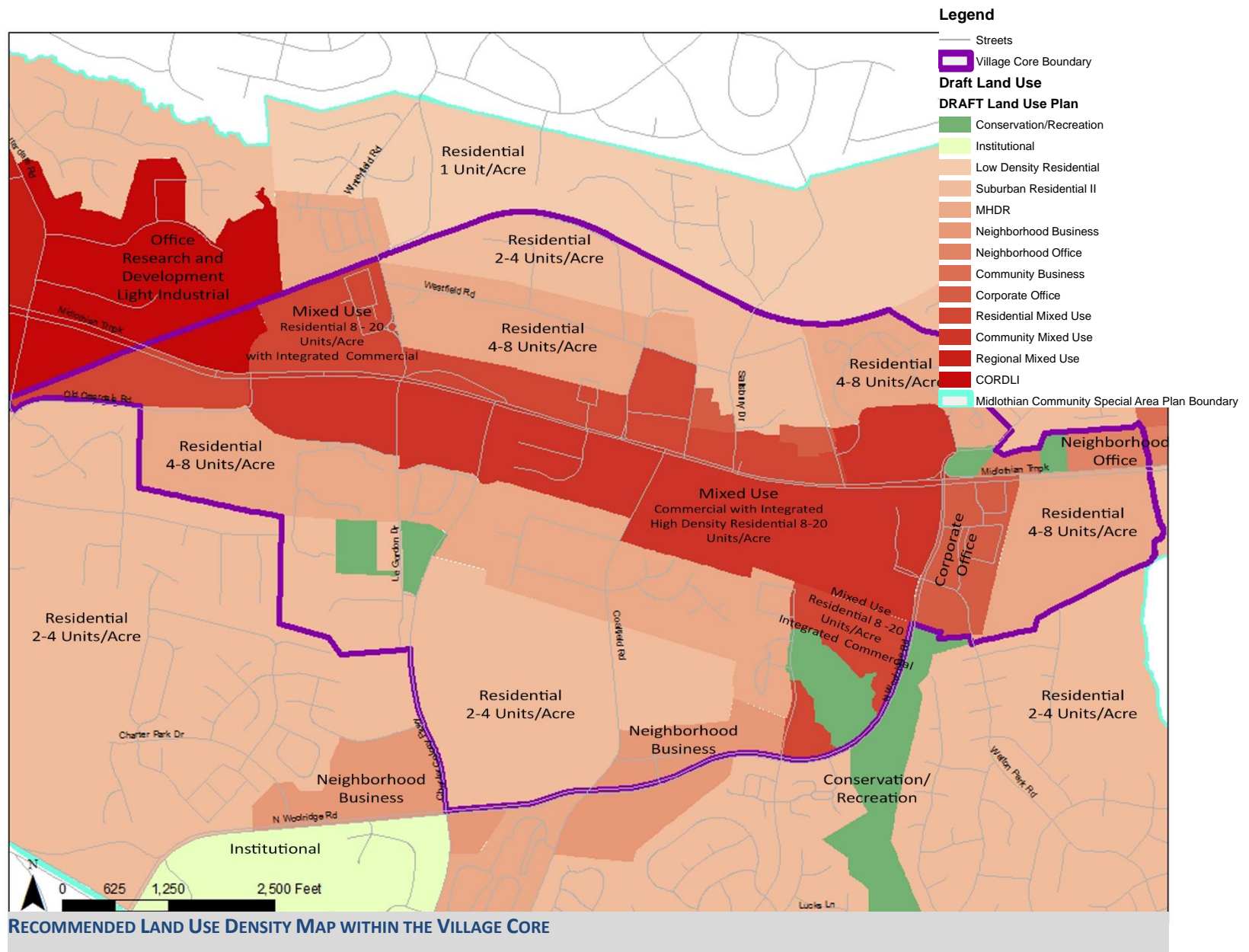




### Midlothian Village Core

The Village Core is the heart of the Midlothian community. This area is intended to provide a vibrant village-style mix of residential, commercial, office and public spaces all designed in a cohesive, pedestrian-friendly manner. Current aging shopping centers may be potential redevelopment sites that could incorporate a mix of uses within each project. Route 60 is the focal point in this area, and new development should be of a scale and design that supports a 'Main Street' feel of this critical roadway. At least the first floors of new buildings along Midlothian Turnpike should contain non-residential uses to support the small businesses, services and employment needs of the community.



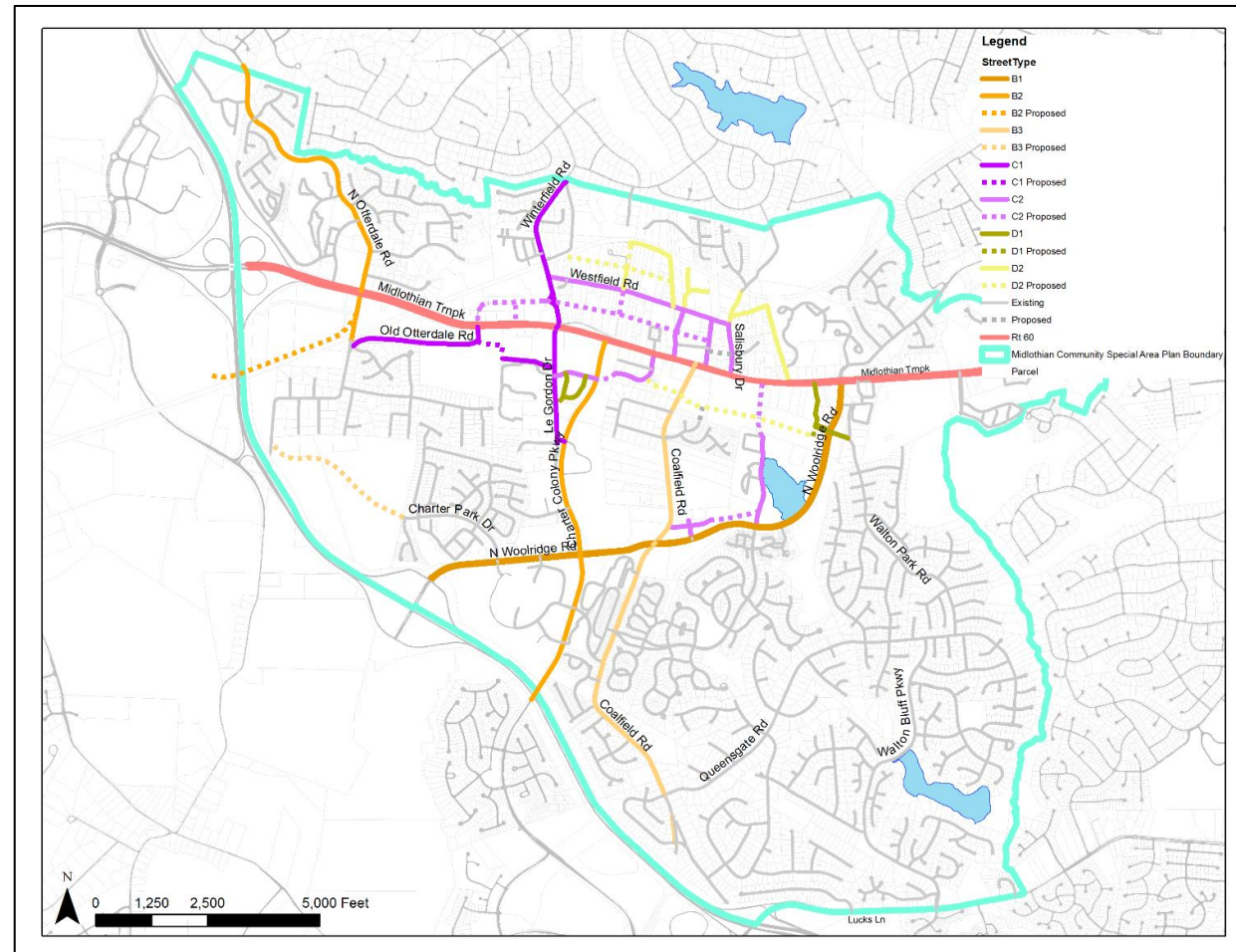


## Transportation Network Plan

The transportation network plan is a high-level guide for improvements to the road network within the Midlothian area. The transportation network plan map is not intended to serve as the exact location and/or alignment of new recommended roads. The specific location may vary based on development, environmental features, and other constraints.

The network focuses on establishing an interconnected grid pattern of roads in the Village Core area using existing roads as well as new proposed roads. An interconnected system of roads can provide additional connections and travel options for people driving, walking and biking in the area. The proposed grid network supports a more walkable village development pattern with smaller, pedestrian friendly blocks.

The detailed recommendations regarding road design and proposed improvements can be found in the Infrastructure Plan section.



**TRANSPORTATION NETWORK PLAN**

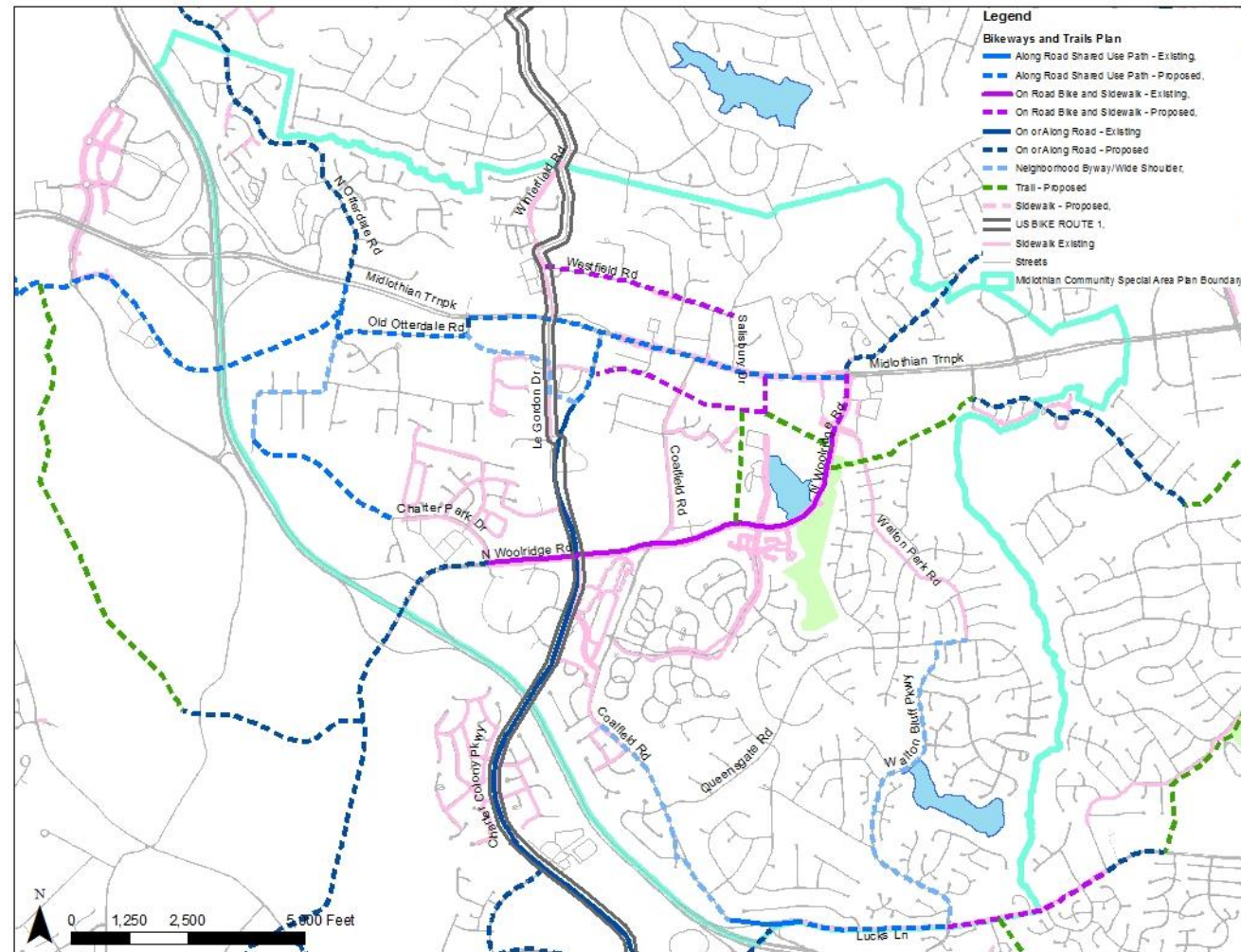


## Pedestrian and Bicycle Circulation Plan

The pedestrian and bicycling circulation recommendations of this Plan build upon existing sidewalks and bicycle facilities in the area and the recommendations of the adopted countywide Bikeways and Trails Plan. The Midlothian Community Special Area Plan aims to provide a network that connects people throughout the plan geography to area destinations as well as to the greater countywide system. This plan provides further detailed recommendations for pedestrian and bicycling facilities within the plan geography.

The map on this page shows a generalized overview of all existing pedestrian and bicycling facilities as well as proposed improvements. Some of the recommendations shown on this network map are on new recommended roads as a part of the transportation network plan. Additional internal roads as a part of new development should also include pedestrian and bicycle facilities as recommended in the Infrastructure Plan section based on street type.

Detailed recommendations for specific recommended facility type, typical sections and other recommended pedestrian and bicycle infrastructure improvement recommendations can be found in the Infrastructure Plan section.

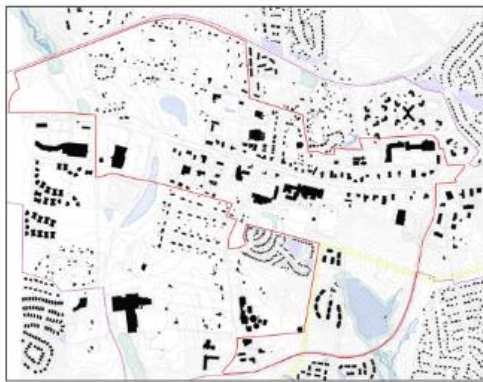




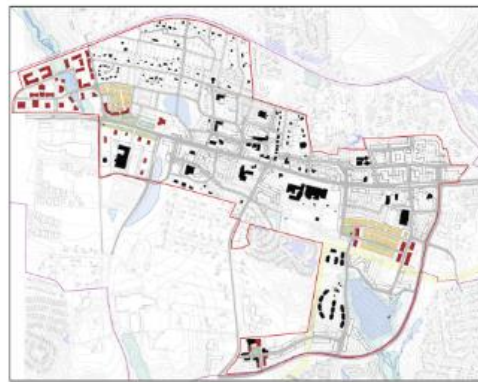
## Conceptual Master Plan

The following maps present a conceptual plan of development that embodies the vision, guiding principles, and guidelines outlined in this plan document. The graphics represent potential development and redevelopment patterns for conceptual purposes only, they do not ensure or require exact building, road or civic space location or alignment.

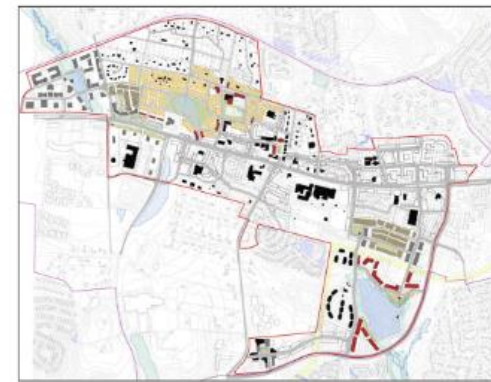
The conceptual master plan is broken down into four phases ranging from projects that are planned or approved that are underway or may be potentially undertaken in the immediate timeframe to opportunities that may be realized in the long term when property values and improvements to Midlothian Turnpike and other infrastructure would support such development. The phases represent an incremental approach to development and redevelopment in the area and show how the village can evolve over time. The following pages show each of the phases individually.



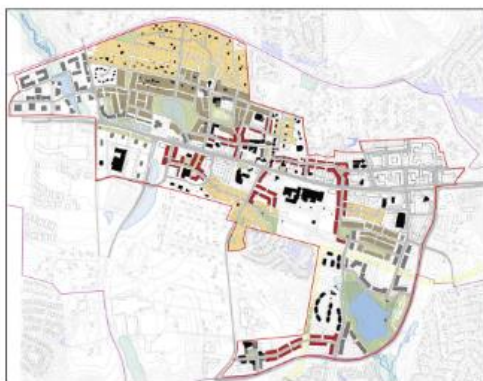
Existing Conditions.



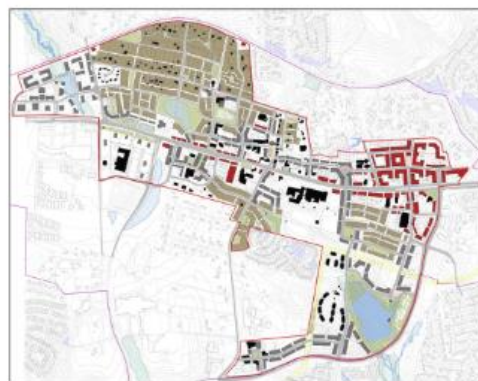
Phase 1, very near term opportunities.



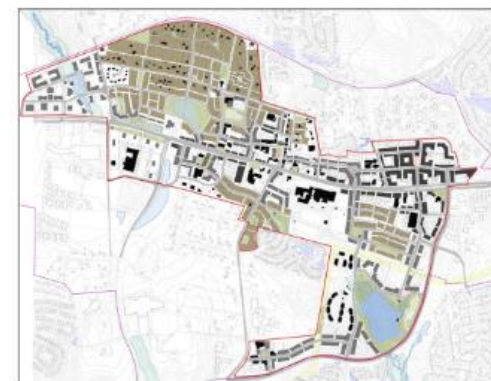
Phase 2, additional infrastructure required.



Phase 3, more ambitious opportunities.

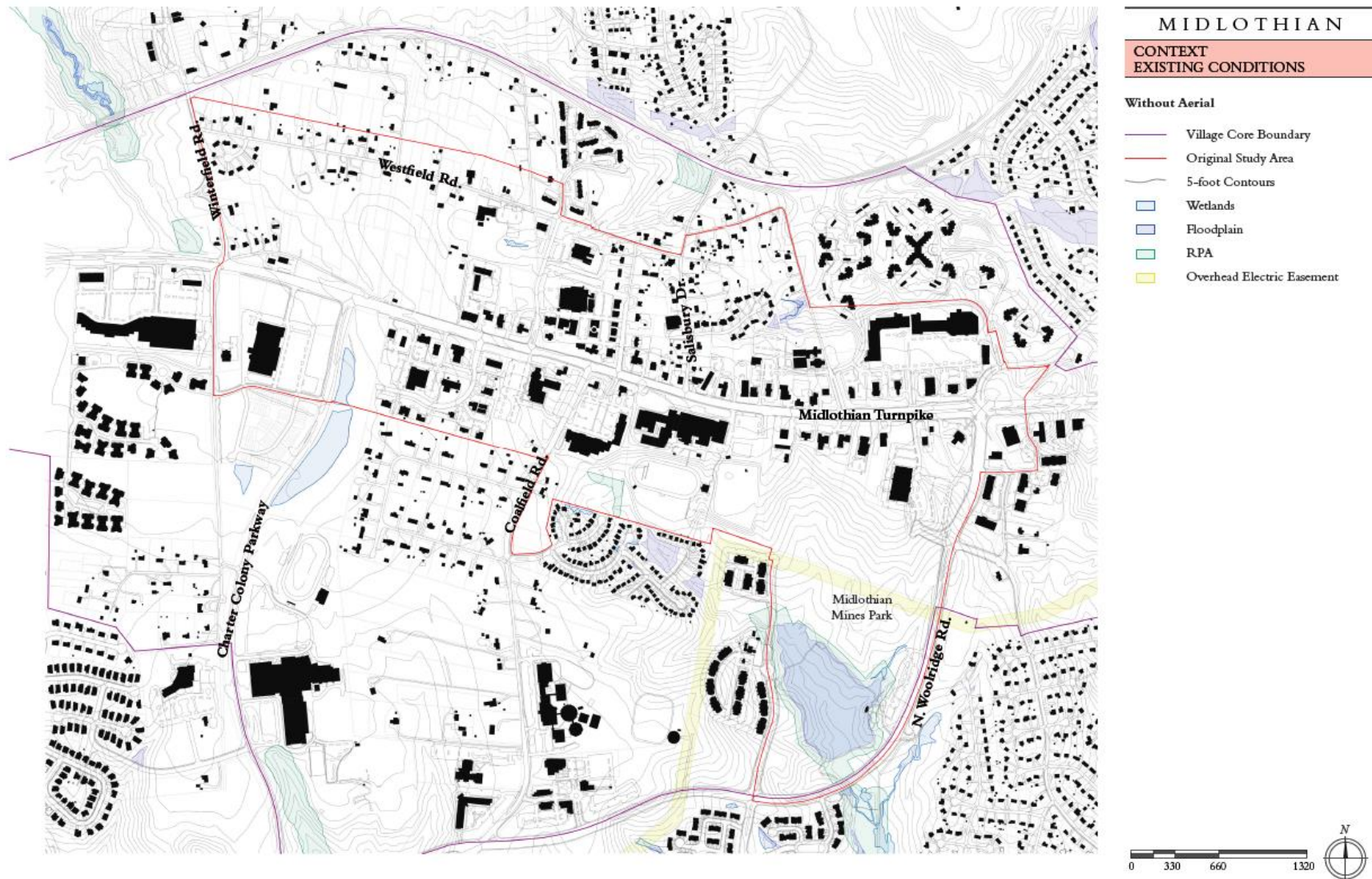


Phase 4, requires on-street parking on Midlothian Turnpike and a market that supports structured parking.



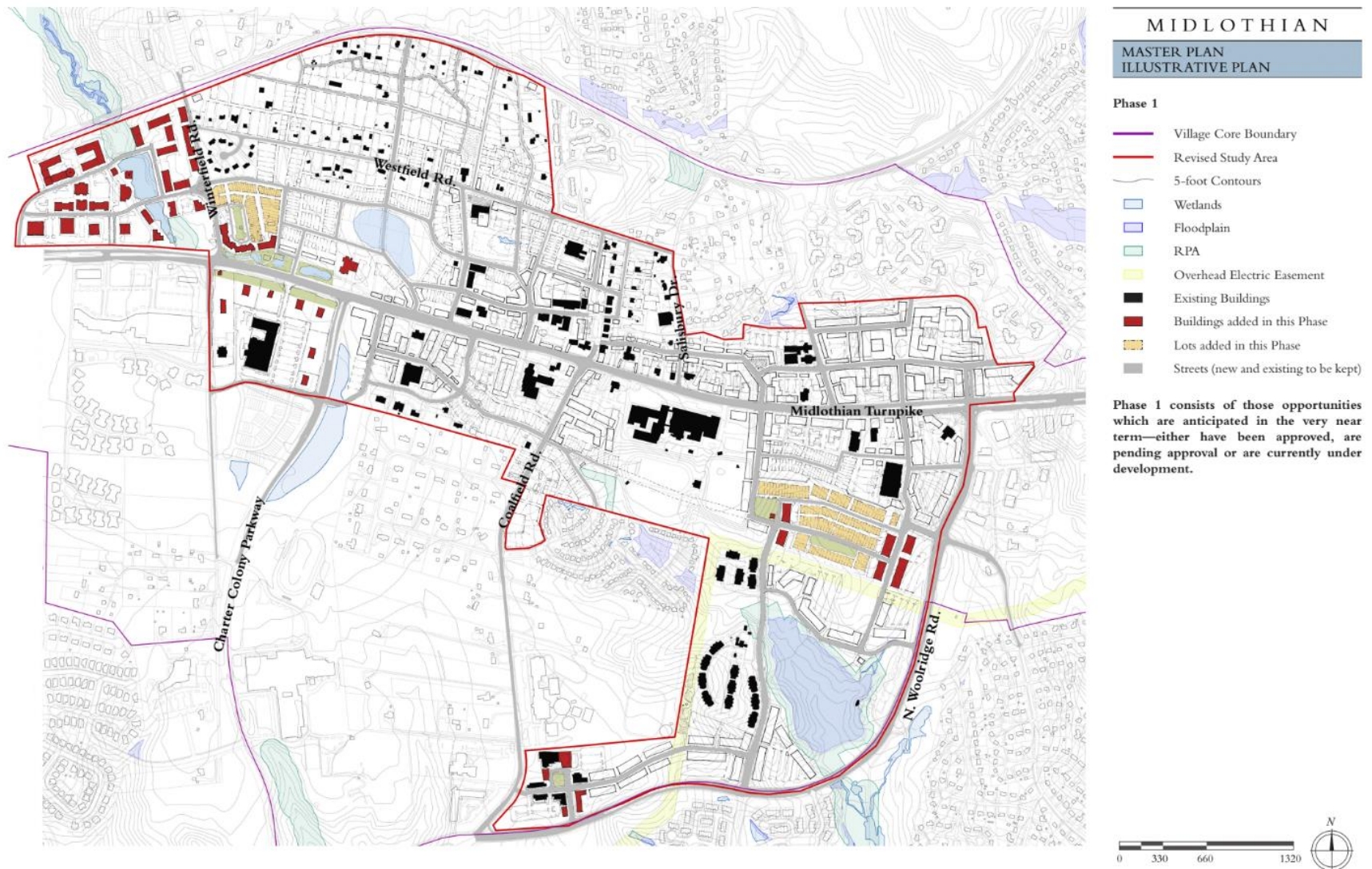
The Ultimate Condition, with all four phases shown together, distinguished from existing buildings.

## Existing Conditions





## Phase 1



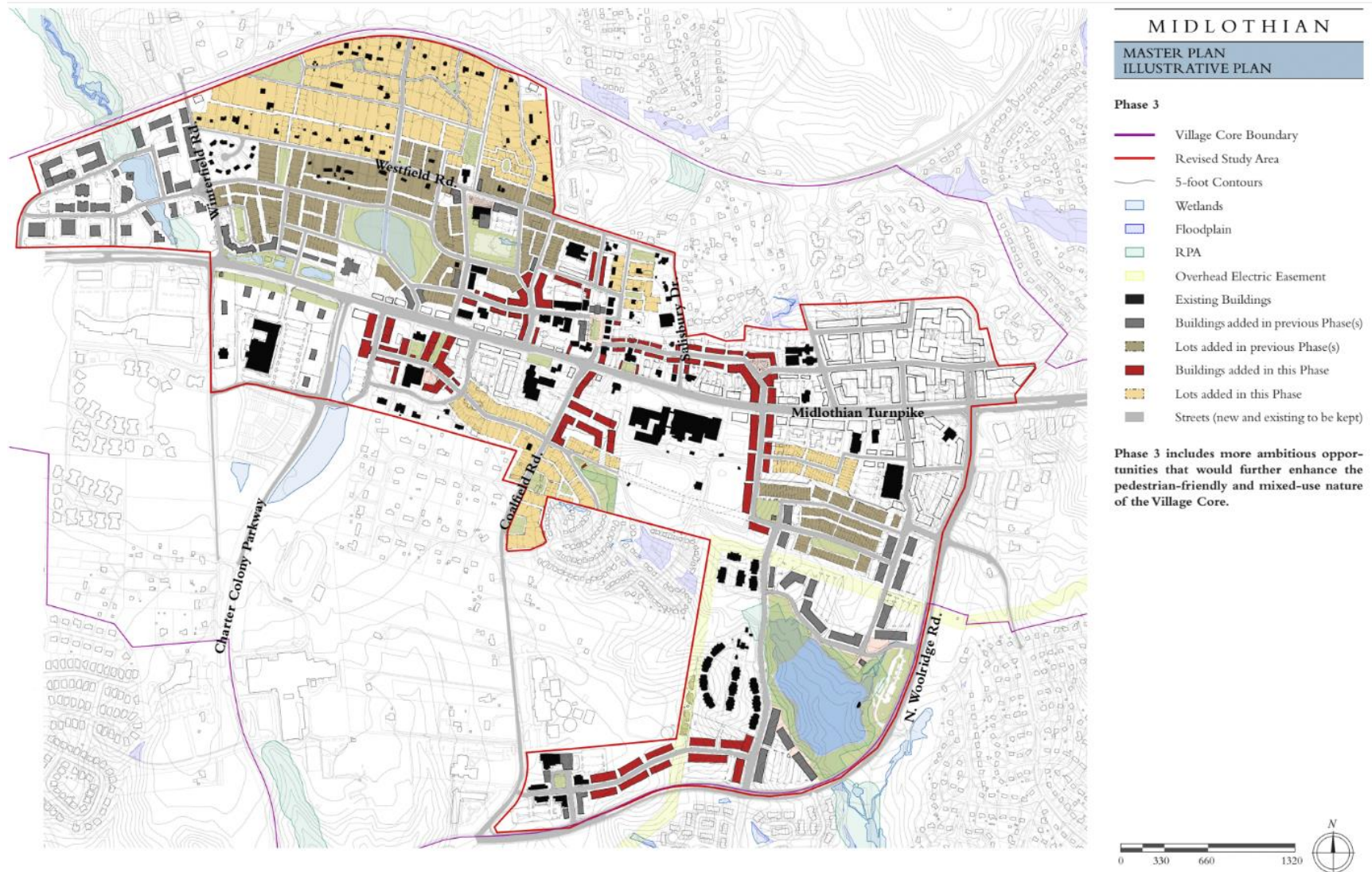


## Phase 2



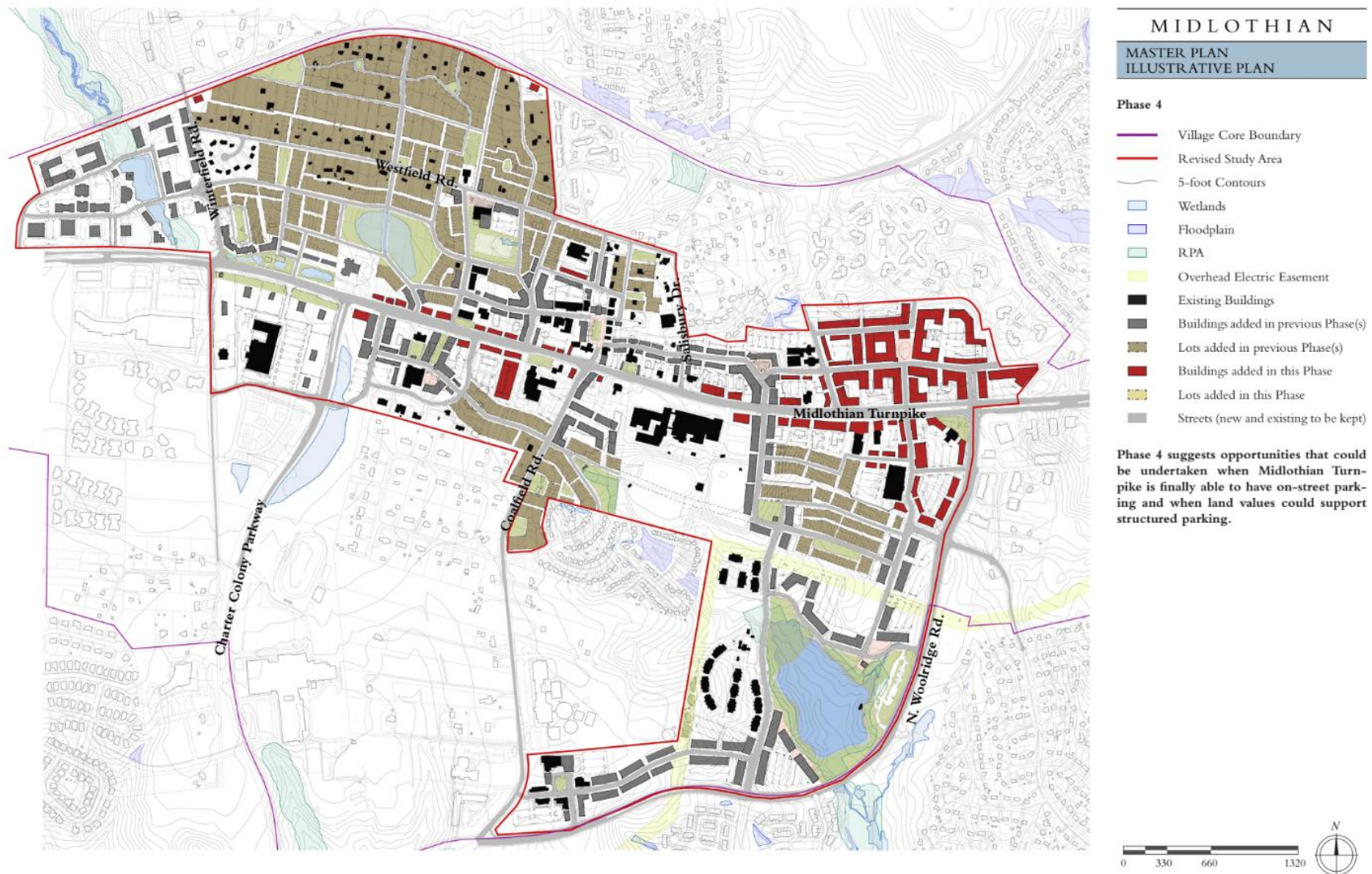


## Phase 3





## Phase 4





## Conceptual Transportation Network Plan Based on Conceptual Master Plan



## Section 4: Design Plan

It is the intent of this plan and the related design standards to enhance the village character of Midlothian, ensuring the community's continued desirability as a great place to live, work, visit, shop and play. The design standards are intended to create an attractive overall appearance, and to provide safe and enhanced pedestrian and vehicular connectivity to shopping, services, surrounding neighborhoods and public facilities.

Standards that encourage wide sidewalks and/or combined bicycle and pedestrian facilities, landscaping and streetscape amenities would enhance the pedestrian experience and community character of Midlothian. Mixed use and commercial buildings should be located closer to the road fronting on wide sidewalks with entrances accessible from the sidewalks. Parking areas should be located so as not to detract from the pedestrian friendly environment. Off-street parking drives and other automobile-oriented features, where allowed, should be located behind buildings or visually minimized with vehicular access provided from side roads and/or alleys where possible.

Where recommended, high quality medium and high density residential should be developed in a block pattern with a system of interconnected roads and alleys. These areas should also incorporate appropriate pedestrian and bicycle facilities that are connected to nearby destinations.

Midlothian's compact development pattern and location supports bicycle and pedestrian connectivity opportunities within the Village Core, to surrounding neighborhoods, as well as areas beyond the plan boundary. The mixed use and traditional neighborhood style development pattern intended with these standards encourage retail, office and residential development within walking distances of one another, and at higher densities than those of traditional suburban development.



A TYPICAL STREET CONSISTS OF SINGLE-FAMILY HOMES, COTTAGES AND ATTACHED HOUSES, AND OCCASIONALLY, A NON-RESIDENTIAL USE.



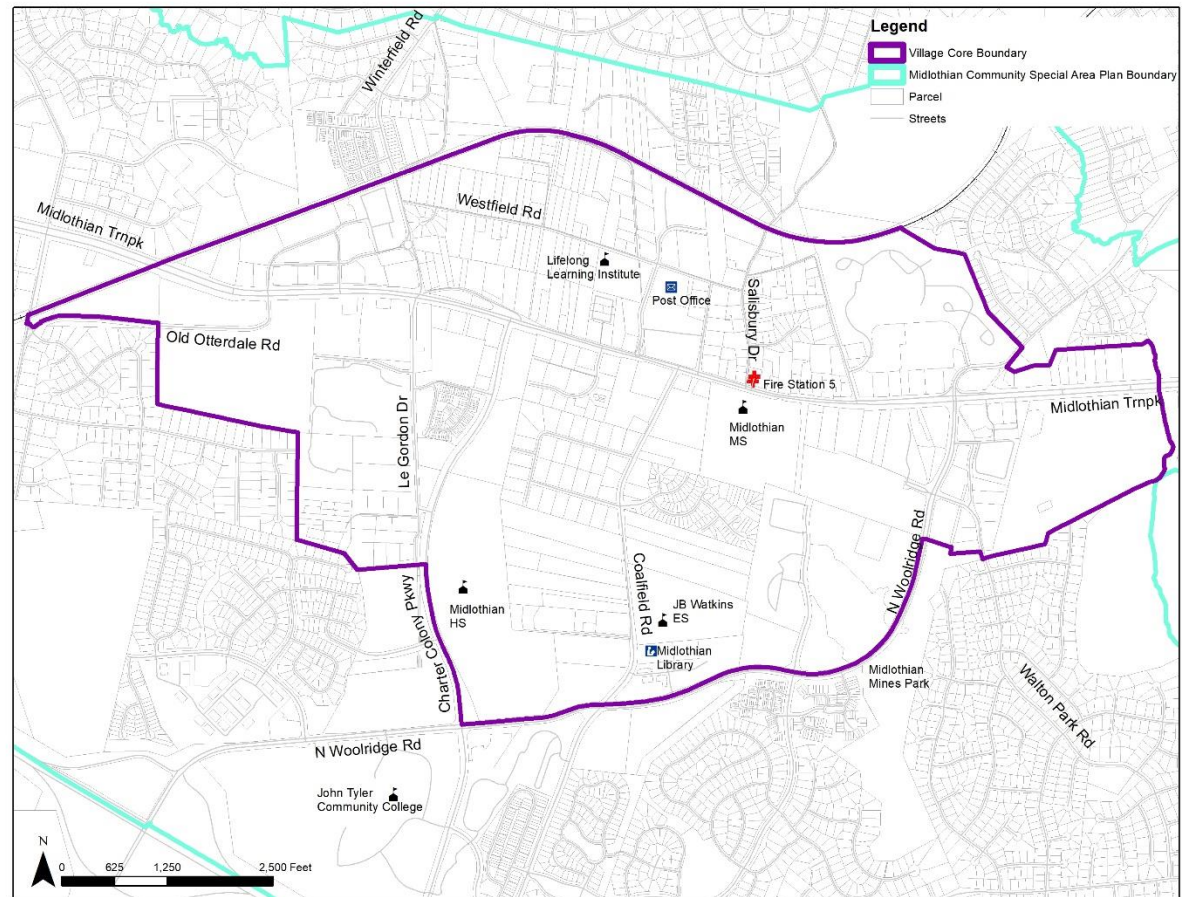
To accomplish the development pattern suggested by the plan, amendments to existing zoning ordinance design standards are necessary. Currently, commercial and office buildings along arterial roads within the commercial core are set back with parking located both between the roadway and the building as well as behind buildings, with overhead utility lines that run along the edge of roads, and few and inconsistent street and landscaping amenities.

This intended development pattern will occur over time with new development and redevelopment of existing properties.

The graphic depictions presented within the design plan section are just some of the possibilities for development that would conform to the design vision for the Village Core. The graphics in the plan are intended to represent general massing, scale and building orientation and relationship to the road and surrounding development. Architectural styles and building designs in these graphics are shown for illustrative purposes only and do not reflect a preferred or recommended design or style.

### Village Core General Standards

The Village Core design standards are intended to promote a mix of housing, shopping, workplace and entertainment uses in an environment that is walkable and bikeable. A range of amenities including inviting and functional public spaces, pedestrian friendly streetscapes, and bikeways/trails that connect to surrounding residential neighborhoods play an important role in enhancing Midlothian as a place where people want to be. The recommended design standards are intended to facilitate new and redevelopment within the heart of Midlothian that is of a high quality, lasting design and compatible with surrounding neighborhoods.





## Building Site Relationship, Placement and Orientation

- Line new buildings along Midlothian Turnpike and other public roads
  - Buildings should front public streets with wide sidewalks and active building elevations with public access, windows, and other design elements that provide a building presence on the street for convenient pedestrian access and contribute to the streetscape with visually interesting buildings



CONCEPTUAL RENDERING OF NEW BUILDINGS LINING MIDLOTHIAN TURNPIKE



- Buildings should be built with narrow setbacks from ultimate right of way
  - Minimum and maximum setbacks should be used with the potential for increased setbacks/variable setbacks to allow for usable/functional improvements such as outdoor dining, display, public space, or to break up building mass
  - Awnings, canopies, and other design features may encroach within the setback when appropriate



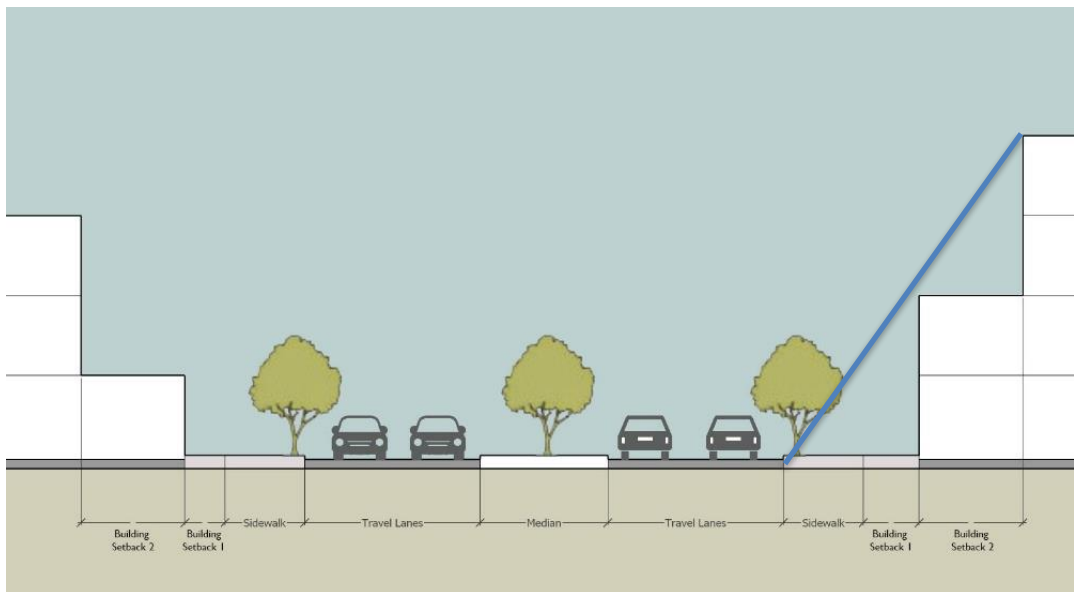
**BUILDINGS WITH NARROW SETBACKS FRONTING ON WIDE SIDEWALKS, VARIABLE SETBACKS USED TO ACCOMMODATE OUTDOOR DINING/PUBLIC SPACE**

## Massing and Scale

### Building Heights

Buildings should follow the recommendations/limits set forth in the following building heights map on page 61.

- Mixed Use Areas: 2-3 stories
- Medium High Density Residential, Corporate Office, and Neighborhood Commercial: 1-3 stories
- Suburban Residential and Neighborhood Office: 1-2 stories
- Buildings fronting along Midlothian Turnpike should have a stepback on upper floors to avoid a canyoning effect.
- Buildings within areas designated for Mixed Use may go beyond 3 stories, not to exceed 5 stories, with the following considerations:
  - Additional defined open space beyond what is required in ordinance standards is provided
- Transition to single family from non-single family should taper off in height

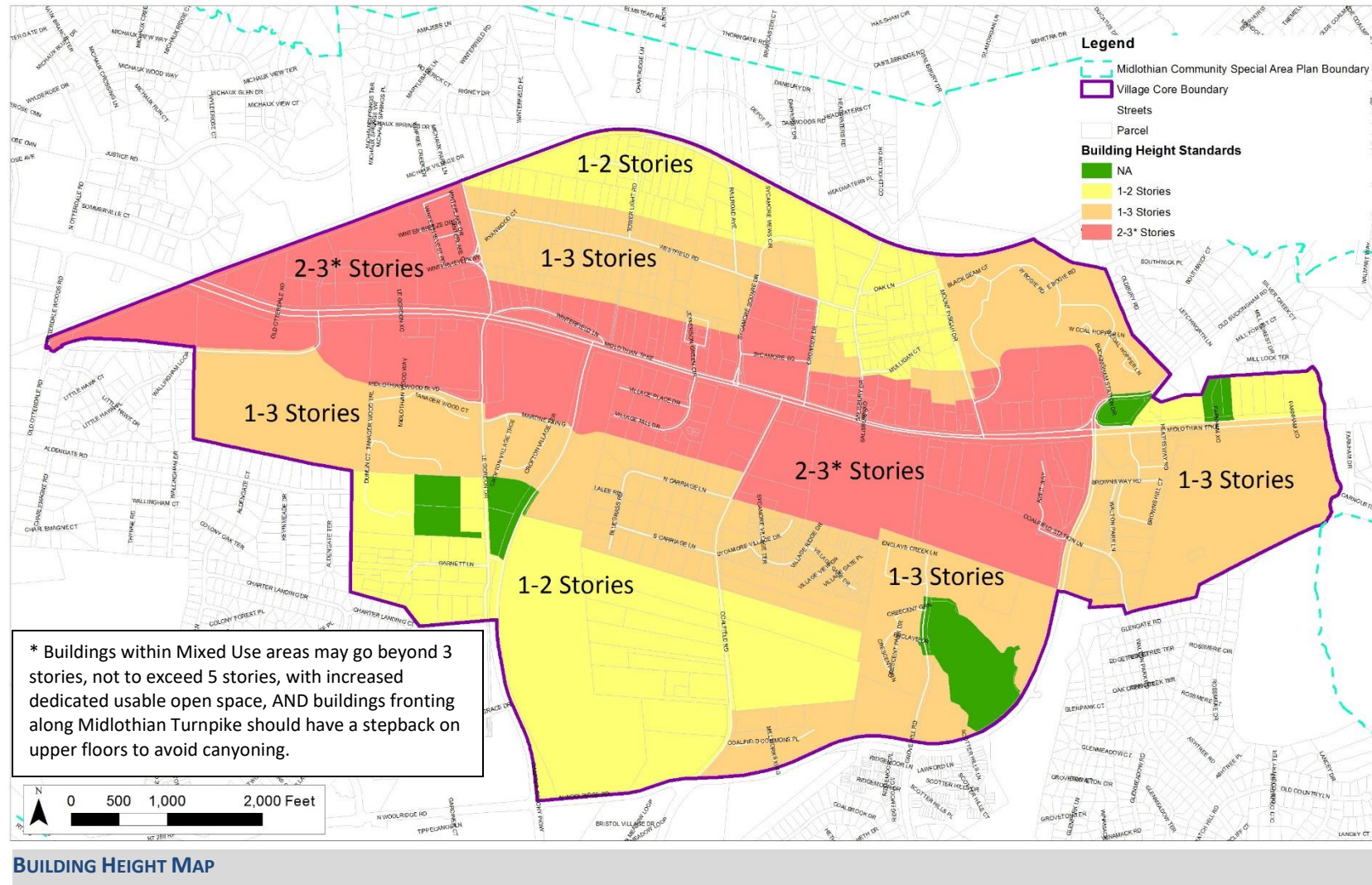


CONCEPTUAL RENDERING OF BUILDINGS USING A TERRACED SETBACK TO REDUCE THE ENCLOSURE OF BUILDINGS ON THE STREET



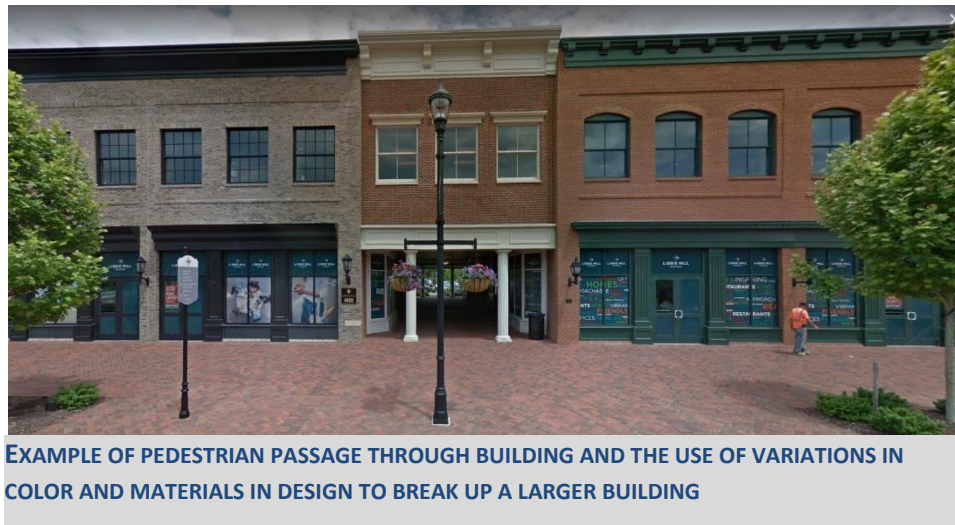
EXAMPLE OF A TERRACED SETBACK AT THE LOFTS AT CARY PLACE IN RICHMOND





**Building Size Limits**

- Large Buildings should incorporate pedestrian pass throughs or other pedestrian design features to break up the building as well as provide access to parking
  - These features should be applied on buildings that have a length of 200 feet or more
- Large buildings should be broken into several smaller elements to scale the appearance down to an appropriate size for the village
  - Variations in roof lines, building heights, setbacks, color and materials could be used to achieve this appearance

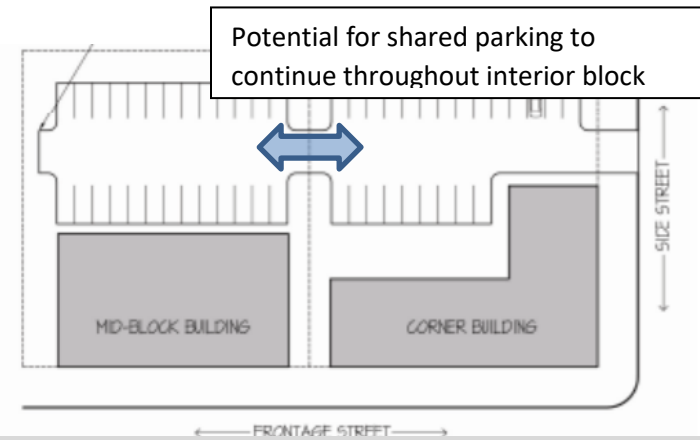


## Parking

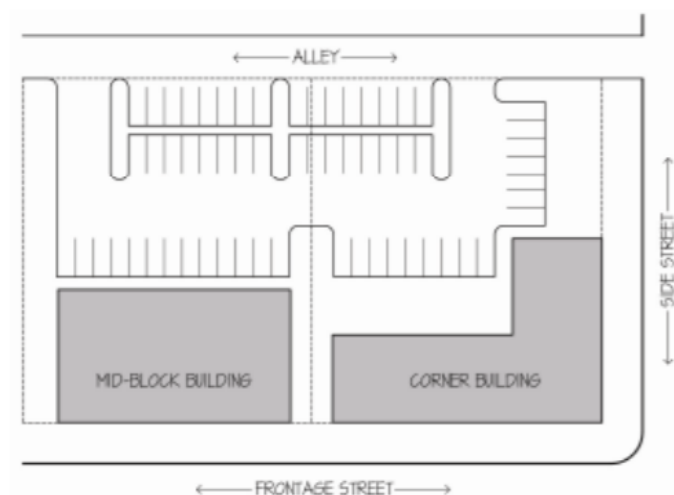
- Locate Off Street Parking to the Rear or Side of Buildings
  - Off street parking should not be located between the building and the street
  - Off street parking should be accessed from side streets or alleyways
  - The visibility of off-street parking should be minimized from view from streets by building elements, landscape, or other decorative elements as needed
  - Alleys and rear loaded parking for residential is preferred
- Shared Parking among multiple uses should be encouraged
  - Shared parking, where multiple uses share access to parking, takes advantage of peak usage hours for parking and can help avoid over parking an area



**PARKING VISUALLY MINIMIZED FROM STREET VIEW USING LANDSCAPING AND DECORATIVE FENCING**



**PARKING LOCATED TO REAR OF BUILDING WITH ACCESS FROM SIDE STREET AND THE POTENTIAL FOR INTERIOR CONNECTION TO FUTURE DEVELOPMENT TO PROMOTE SHARED PARKING**



**PARKING LOCATED TO REAR OF BUILDING WITH ACCESS OFF OF ALLEYWAY**



- On Street Parking
  - Where appropriate on street parking should be located within the public right of way with defined by curb extensions (bump outs) at crossings
- Parking Minimum/Maximums – evaluate and set new standards by ordinance
  - Reduce parking standards as a tradeoff for certain improvements such as bike parking, shared parking, compact car spaces, drop off zones, charging stations, etc.
  - Reduce standard based on size of use/type of use (ex- retail use under 10,000 sq. ft. may have lower standard)
- Integrate Strategically located Parking Structures into Mixed Use Development
- Pedestrian Connection and Circulation within Parking Lots
  - Pedestrian circulation within a site should be provided in a manner that connects people from the parking area to the surrounding uses
- Rideshare (Uber, Lyft, etc.) drop off should be considered and incorporated where appropriate in site design



**PARKING BUMP OUTS REDUCE THE DISTANCE PEDESTRIANS HAVE TO CROSS THE ROAD**



**SMALL SCALE PARKING DECK INTEGRATED INTO THE DEVELOPMENT PATTERN IN CARYTOWN**



**PARKING DECK WITH FIRST FLOOR RETAIL USES IN STAUNTON, VA**

## Block Length and Size

Consideration should be given to block length and size. Smaller blocks allow more variation in how people walk, drive and bike around a community.

- Blocks should be designed to enhance street connectivity within the overall grid network. The ideal block length is 400' with a break at 200' to allow pedestrian access.

## Alleys

- Alleys are encouraged to provide access to properties and off-street parking. Alleyways should be designed in accordance with Standard Private Subdivision Road/Street Entrance.

## Loading, Trash and Mechanical Equipment

- Landscaping/Screening of loading/trash areas, mechanical equipment. Enclosures should be constructed of the same materials as principle structures.



LOADING AND DUMPSTERS LOCATED INTERNAL TO THE BUILDING AND SCREENED



EXAMPLE OF FOUR-SIDED ARCHITECTURE - BUILDING WITH ARCHITECTURAL ELEMENTS (WINDOWS, AWNINGS, ETC.) ON REAR FACADE OF BUILDING



## Bicycle and Pedestrian Improvements

- Sidewalks, On Road Bike Facility and/or Shared Use Path
  - As identified in the Bikeways and Trails Plan
  - Areas not identified on the Bikeways and Trails Plan should provide sidewalks/pedestrian amenities as identified in the street design section
  - Crosswalks

## Streetscape and Landscaping

- Street Trees in tree wells
- Pedestrian Lighting
- Benches, Trash Cans, Bike Racks
- Wayfinding/Informational Signage

## Gateway Design Features

In areas identified as Village Gateways special attention should be given to preserving green space at these entrances where possible. Gateway design features should be incorporated into projects in these areas to serve as community focal points. Developers and property owners should work with the county to incorporate features within projects that are consistent with and enhance the Village of Midlothian identity.

- Distinctive architectural elements
- Public art
- Gateway entry sign(s)
- Landscaping treatments

## Focal Points

Focal points should be used to facilitate outdoor recreation and community interaction at key locations within developments. Focal points should enhance the overall sense of place within the community.



**BUILDINGS FRONTING ON WIDE SIDEWALKS  
WITH STREETSCAPING AMENITIES AND  
LANDSCAPING**



**EXAMPLE OF EXISTING GOOSE NECK PEDESTRIAN  
LIGHTING AND LANDSCAPING IN THE VILLAGE CORE**



**PEDESTRIAN LIGHTING, LANDSCAPING AND  
DECORATIVE SIGNAGE IN THE VILLAGE CORE**



## Public/Semi-Public Spaces

Public gathering spaces incorporated into projects within the Village Core should be designed to enhance the visual and physical environment while offering people a comfortable spot to gather and interact. Developers and property owners should work with the county to ensure that public spaces are architecturally complementary to the building and support pedestrian activity. Spaces could include hardscaped plazas and/or green spaces. These spaces should be physically and visually accessible from sidewalks. Further, the spaces should incorporate as many of the following characteristics as possible as part of development proposals within the Village Core:

- Landscaping features to enhance the pedestrian environment.
- Lighting to define the space and provide for safety and security.
- Benches, fountains, public art, trash cans, etc.
- Building corner cut-offs for buildings located at prominent intersections.
- Pedestrian passages between buildings, to provide access from public sidewalks to parking areas.



EXAMPLES OF PUBLIC/SEMI-PUBLIC SPACES WITHIN DEVELOPMENTS



Midlothian Mines Park with lakeside promenade of mixed-use buildings in the background.

## MIDLOTHIAN

### MASTER PLAN ANNOTATED RENDERINGS

#### Lakeside Promenade



#### Annotations

- (2) Supports the preservation of its natural and historic built environments.
- (23) Buildings shape space and conceal parking.
- (27) Waterfront promenade with shops and restaurants on ground floor and residential and/or office above with parking on-street and behind the buildings (so the beauty of the lake is not spoiled by parking lots).
- (36) Destination restaurant and/or bed and breakfast inn.



## Lot Development Standards for Residential

- Encourage small lot development in residential areas that allows for a variety of residential types
  - Maximum setbacks with usable porch allowed to encroach
  - Set new standards for smaller lot width/length
- Allows for Accessory Dwelling Units (ADUs)



EXAMPLE OF SMALLER LOT SINGLE FAMILY WITH NARROW SETBACKS AND FRONT PORCHES



## Accessory Dwelling Units

Accessory dwelling units provide an opportunity for an additional housing type as well as infill development within existing neighborhoods.



Typical rear lane (or alley)

### MIDLOTHIAN

#### MASTER PLAN ANNOTATED RENDERINGS

##### Rear Lane or Alley



##### Annotations

- ① Reconfigured existing suburban development into a more walkable form.
- ④ Phased subdivision of lots starting with the addition of Auxiliary Dwelling Units (ADUs) in back yards and the addition of alleys.
- ⑨ Seeks greater connectivity in the Village Core.
- ⑬ Paths and passages inserted to make large blocks more walkable.
- ⑲ Parking provided on street and to the side and rear of buildings.

## Architectural Elements and Features

- Street Level Facades with Relationship to Sidewalk
- Four-Sided Architecture to avoid large masses of blank non-articulated walls when facing other uses
- Building Signage that is designed in a pedestrian scale
- Identifiable Style of High-Quality Materials
- Buildings should possess architectural variety while at the same time have an overall cohesive character



**BUILDINGS WITH STREET LEVEL FACADES AND A RELATIONSHIP TO THE SIDEWALK**

## Architectural Styles

Midlothian's historic nature and character is complemented by several architectural styles that should be considered with the design and development of new residential, commercial, and mixed-use buildings within the Village Core. The following styles have been identified as being of high historic quality and compatible with the character of the Village of Midlothian:

- Colonial Revival
- Dutch Colonial
- Federal
- Georgian
- Victorian Folk
- Main Street Commercial
- Industrial Style Commercial

A brief description of each of these styles including an overview of their history and character, architectural elements and potential materials is included on the following pages. The plan does not require that any particular materials or methods of construction be utilized with respect to these potential architectural styles but serves as guidance when considering architectural design within the Village Core. While these are the preferred styles within the Village Core other styles may be supported on a case by case basis.

## Colonial Revival

### History and Character:

The Colonial Revival style first appeared at the 1876 US Centennial Exposition, and ultimately became the most popular revival style house constructed between World Wars I and II. It is based loosely on Federal and Georgian styles that apply a strong symmetrical façade on a two to three story dwelling. The center façade feature is an elaborate front door that includes a decorative crown pediment, pilasters, transom windows or fanlights, and sidelights. The pediment design may be extended as a covered front stoop with columns. Dormers are applied to the roof either as a large central dormer at the center of the roof that aligns with the front entrance, or a series of small dormers. Windows are large, multi-pane and double hung with shutters or sidelights. The style employs a brick foundation with brick or clapboard siding above.

### Architectural Elements:

#### **Symmetry:**

- Primary structure is symmetrical
- Rectangular design supports side porches or building wings on one or both sides

#### **Height:**

- Two to three stories

#### **Porches:**

- Masonry front stoop

#### **Roof:**

- Medium pitch gabled roof with narrow overhang
- Side porch or building wing may incorporate a flat roof with a balustrade

#### **Windows, Doors, and Chimneys:**

- Multi-pane, double-hung windows with or without shutters
- Windows may include a base and pediment or have trim board around windows
- Multi-panel front door
- Side windows applied symmetrically with window in upper gable end

#### **Moldings and Trim:**

- Cornice or dental molding under eaves
- Round columns or fluted pilasters support a decorative pediment or covered front stoop
- Visible window trim with a base and pediment

#### **Outstanding features:**

- Strong American style
- Convertible attic area with roof dormers and windows in gable ends
- Side additions allow for living area expansion or side loaded garages
- Flat roofed side additions allow for upper story outdoor living area
- Prominent center entry hall floor plan
- Opportunity for variation in covered stoops offers easily applied architectural distinctions between houses in the same community
- Side porches promote outdoor living





Single Family

Elevated entry area



High percentage of brick



**Potential Materials:**

**Siding:** Brick foundation; brick or clapboard, fiber-cement board siding above

**Alt:** Wood or high quality vinyl

**Roofing:** Architectural dimensional shingle

**Alt:** Slate

**Trim:** Composition materials to minimize maintenance; PVC

**Alt:** Wood



**Multifamily/Commercial**



Multi-pane, symmetrically placed windows

Heavy cornices

Paired, multi-pane windows with keystones

Keystone lintels

Centered front door and portico entry with Ionic columns and pilasters

Multi-story pilasters

Infilled fanlights over doors



## Dutch Colonial

### History and Character:

Dutch Colonial Revival is a subtype of the Colonial Revival style. It has the same symmetry, similar siding, windows, and entry treatments. Dutch Colonial Revival gains its distinction with a unique profile that uses a gambrel roof similar to that of an old-style barn. The second floor of the Dutch Revival appears to poke through the gambrel roof, a device that in the late 1700's allowed this style house to be taxed as "one-story". It is one of the most distinct styles and was highly favored through the 1920's.

### Architectural Elements:

#### **Symmetry:**

- Primary structure is symmetrical
- Rectangular design supports side porches or building wings on one or both sides

#### **Height:**

- One and a half to two stories

#### **Porches:**

- Masonry front stoop
- Entry often has a decorative hood supported by curved or decorative brackets or a portico with classically-styled columns
- Front eave can extend to allow a full width porch; may include classically-styled columns

#### **Roof:**

- Gambrel roof design
- Second floor appears as a single large shed dormer or a series of small separated dormers with shed, gable, or hipped roofs
- Roof over building wings is very flat and can be a second story balcony
- Eaves typically overhang on all four sides

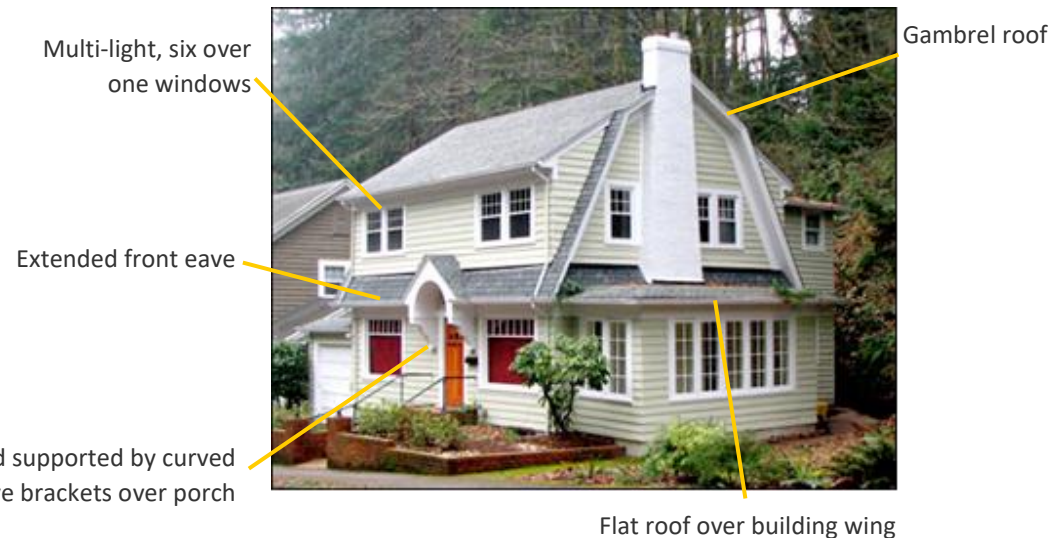
#### **Windows, Doors, and Chimneys:**

- Windows are multi-light such as six-over-one, six-over six, or eight-over eight
- Gable-end chimneys

- Decorative windows on gable ends
- Chimney is brick or stone

#### **Outstanding features:**

- Very distinctive architectural style
- Decorative hood or portico at front entry creates strong curb appeal
- First or second floor side porches, or front porch provide easy outdoor living
- A building wing can serve as garage
- Siding is usually horizontal siding, although brick or stone is used to create greater curb appeal





## Single Family

These four photos show different cladding variations using this style, from all horizontal siding in Photo 1, to brick for the first floor on Photos 2 & 3, to all brick in Photo 4. Note the eave extension in Photo 3 forming a full front porch. Also note that the gambrel roof occurs only on the ends of the roof while the large “shed dormer” that makes the second floor uses a standard gable roof joist.



### **Potential Materials:**

**Siding:** Brick foundation; brick or clapboard, fiber-cement board siding above

**Alt:** Wood or high-quality vinyl

**Roofing:** Architectural dimensional shingle

**Alt:** Slate

**Trim:** Composition materials to minimize maintenance; PVC

**Alt:** Wood

## Federal

### History and Character:

Federal style architecture reached its height in popularity from 1780-1820 on the east coast of the United States. The form is considered one of the first truly American styles. Primarily developed by Robert Adam, the style is characterized by its refinement of late Georgian style elements. Noticeable features of the Federal/Adam style include symmetrical door and window arrangements, large Palladian windows, windows framing doors, fan-shaped windows, and decorative balustrades and cornices.

### Architectural Elements:

#### **Symmetry:**

- Horizontal and vertical symmetry

#### **Height:**

- Two or three stories in height

#### **Porches:**

- Covered or uncovered front porch
- Side porches

#### **Roof:**

- Side and/or center gabled
- Low hipped
- Varied pitch

#### **Windows, Doors, and Chimneys:**

- Double hung, six over six sash windows
- Semicircle or elliptical windows (above doors or under gables)
- Palladian windows
- Sidelights around doorways; especially main entrance
- One or more chimneys

#### **Moldings and Trim:**

- Columns or pilasters on either side of main entrance
- Cornice with dentil molding
- Keystone or segmental arch window lintels

#### **Outstanding Features:**

- Two/three story symmetrical floor plans usually two rooms deep allows for open or segmented spaces
- Style easily accommodates attached garage

gabled or pedimented dormers

Side-entry  
garage in  
rear

double-hung;  
6X9 windows



semicircular  
fanlight  
window

palladian  
window

pilasters on  
either side of  
the entrance

decorative balustrade



### Single Family



Left: Note the use of the fan window in the pediment over the entrance and the elliptical window in the gable end of the attached garage

Below: This structure uses a non-traditional projected front façade and decorative horizontal belt to enhance its appeal



#### **Potential Materials:**

**Siding:** Brick foundation; brick; fiber-cement board or clapboard siding above

**Alt:** Wood or high-quality vinyl

**Roofing:** Architectural dimensional shingle

**Alt:** Slate

**Trim:** Composition materials to minimize maintenance: PVC

**Alt:** Wood



**Multifamily/Commercial**



Fanlight in gable

Keystone Lintel

Portico entry

Palladian windows

Decorative panels with swags

Pedimented door surround with pilasters and transom



Dormers with arched windows and pediments

Symmetrically placed, 6/6 windows

Iron stair rail

## Georgian

### History and Character:

The Georgian style, with its long history in America, is among our country's most consistently popular styles. Admired for its symmetrical design, classic proportions, and decorative elements, it became the dominant architectural trend in the colonies between 1700 and the Revolutionary War. Georgian's popularity slowed dramatically as architectural tastes changed with the establishment of the United States and the emergence of the American Federal style. The Georgian style used many of the hallmarks of Renaissance design, for example, rigid symmetry in building mass, in window and door placement, and even in the layout of interior rooms.

### Architectural Elements

#### **Symmetry:**

- Asymmetrical facades
- Asymmetrical plans
- Raised front entrance

#### **Height:**

- One or two stories

#### **Roof:**

- May be hipped, side-gabled or gambrel style, sometimes with dormers
- Pedimented dormers (if installed)
- May sport balustrades further embellished with decorative moldings and trim
- Minimal overhang

#### **Moldings and Trim:**

- Dentil molding along eaves
- May include corner quoins and/or a belt course

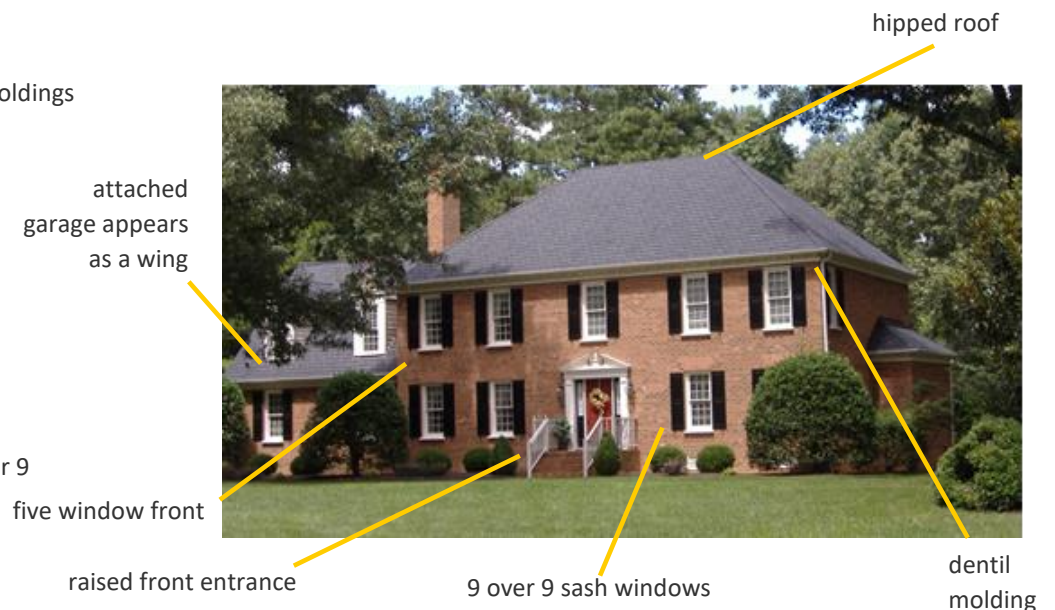
#### **Windows, Doors, and Chimneys:**

- Transom window over paneled front door
- Single or paired exterior chimneys
- Five windows across front façade
- Small paned, double-hung sash windows, usually 12 over 12 or 9 over 9

#### **Outstanding features:**

- Popular style in Virginia
- One or two story boxed floor plans usually two rooms deep allows for open or segmented plans
- Windows are symmetrically balanced and usually five-ranked on front facade, less commonly, three- or seven-ranked.

Style easily accommodates attached garage





## Single Family

Below left: Georgian with beaded fiber cement board exterior and



Below right: Single story, side-gabled Georgian with dormers and paired end chimneys



Above: Two modern single story Georgian interpretations with recessed entrance and attached garage



Above: Georgian with beaded fiber cement-board exterior and detached garage

### **Potential Materials:**

**Siding:** Brick for foundation or basement level; brick or fiber-cement board

**Alt:** Wood or high quality vinyl

**Roofing:** Architectural dimensional shingles

**Alt:** Slate

**Trim:** Composition materials to minimize maintenance

**Alt:** Wood



**Multifamily/Commercial**



Dentiled cornice

Pedimented dormers

Stone belt courses

Keystone lintels

Door surround with fanlight,  
entablature, and engaged  
columns

Symmetrically placed, 12/12 windows



Brick belt courses

Paneled front door with  
transom above

## Victorian - Folk

### History and Character:

Folk Victorian refers to a style of American home built from about 1870 to 1910. It is relatively plain in its construction but embellished with decorative trim. These homes are usually square or L-shaped, and often sport gables and porches. However, they do not have turrets, bay windows, or other complicated construction. What originally gave these plain homes their Folk Victorian nomenclature was the prefabricated trim, which at the time was machine produced and could (and was) shipped by rail just about anywhere. These machine-made embellishments appeared as brackets under the eaves of gabled roofs and as spindle or flat porch railings and trim.

### Architectural Elements

#### **Symmetry:**

- Symmetrical shape

#### **Height:**

- One and two stories

#### **Porches:**

- Decorative brackets
- Small front to large wrap-around
- Intricately carved spindle posts
- Intricate perforated brackets
- Accented by spindle work and/or flat, jigsaw cut trim

#### **Roof:**

- Steeply pitched, pyramid shaped roof
- Front gable with side wings
- Large decorative eave brackets

#### **Windows, Doors, and Chimneys:**

- Windows and doors have rectangular tops and decorative crowns
- Windows are multi-paned sash usually one over one or two over two
- Arranged in groups of threes

#### **Moldings and Trim:**

- Carpenter gothic details
- Decorative supports
- Brackets under the eaves

#### **Outstanding features:**

- Good for smaller parcels as they tend to be tall and narrow,
- Feature interiors with high ceilings and large, open doorways
- Porches create comfortable and relaxing areas for families and friends to gather

brackets  
under eaves

linear, 'I'  
style  
floorplan



front gabled roof

porch with  
spindle work  
supports and  
jigsaw cut  
embellishments



### Single Family



Above: Gable front and side wing plan examples in highly decorated Victorian (left) and simpler, 'farm house' style (right)



Above left: Gable-fronted side wing with half porch



Above right: Gable-fronted Victorian with three-quarter wrap-around porch

### **Potential Materials:**

**Siding:** Brick; fiber-cement board or clapboard siding

**Roofing:** Dimensional asphalt shingles, metal (standing-seam metal with concealed fasteners; flat-seam metal with soldered seams)

**Trim:** Composition materials to minimize maintenance; PVC

**Alt:** Wood or high-quality vinyl

**Alt:** Architectural dimensional shingle

**Alt:** Wood



## Main Street Commercial

### History and Character:

Main Street commercial style buildings represent the traditional urban storefront located along major commercial thoroughfares across the United States. These buildings display and provide goods directly to consumers. As a result, Main Street Commercial-style architecture is defined by both its function and location. Facades of commercial style buildings are usually symmetrical with a central doorway flanked by large storefront windows used to entice customers. Second or third floors may contain living spaces. Second or third floors may contain living spaces.

### Architectural Elements:

#### **Symmetry:**

- Symmetrical facades
- Rectangular plan

#### **Height:**

- One or two stories (sometimes three)

#### **Roof:**

- Generally flat
- Often includes a parapet

#### **Moldings and Trim:**

- Ornamentation reflected contemporary architectural fashions

#### **Windows, Doors, and Chimneys:**

- Large storefront windows to display goods
- Central doorway
- May have awning or arcade

#### **Outstanding features:**

- Located along major pedestrian and/or vehicular routes
- Prominent Signage
- May be attached to adjacent buildings
- May feature false front, which gives the appearance of two stories



Use of paver brick  
to define sidewalk

Use of colorful  
awnings

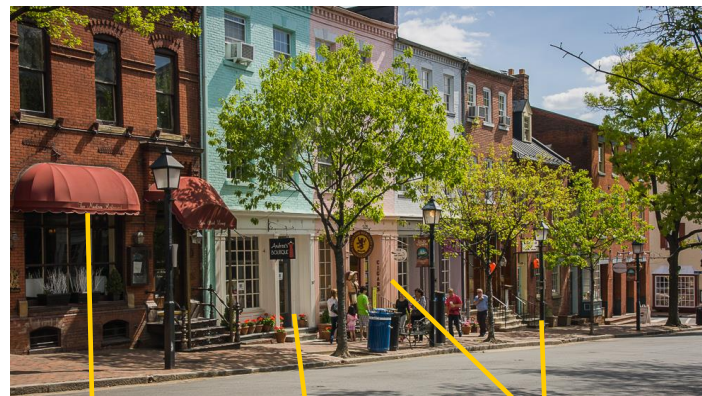
Variety of building  
height, color and style

Streetscaping features



Defined  
outdoor  
seating area

Wide  
sidewalks



Use of  
awnings

Inset entry  
area

Street Trees  
and Street  
Furniture

## Industrial Style Commercial

### History and Character:

Industrial commercial style buildings are utilitarian and typically, though, not exclusively, located within urban settings. Industrial buildings included mills, warehouses, factories, and power plants. Recently many of these buildings have been converted into multiple dwellings or new commercial ventures. During the early 20<sup>th</sup> century the use of steel and reinforced concrete was widespread, building design also focused on maximizing natural light and ventilation through the use of skylights, roof monitors and bands of steel sash windows.

### Architectural Elements:

#### **Symmetry:**

- Square or rectangular footprint

#### **Height:**

- Generally, two or three stories

#### **Roof:**

- Generally flat
- Often includes a parapet which may be stepped back

#### **Moldings and Trim:**

- Minimal to some fenestration depending on the use

#### **Windows, Doors, and Chimneys:**

- Window sash may be double-hung, fixed, awning, or pivot

#### **Outstanding features:**

- Interiors generally have high ceilings
- Brick or concrete masonry construction
- Minimal, if any, ornament, which may include signage

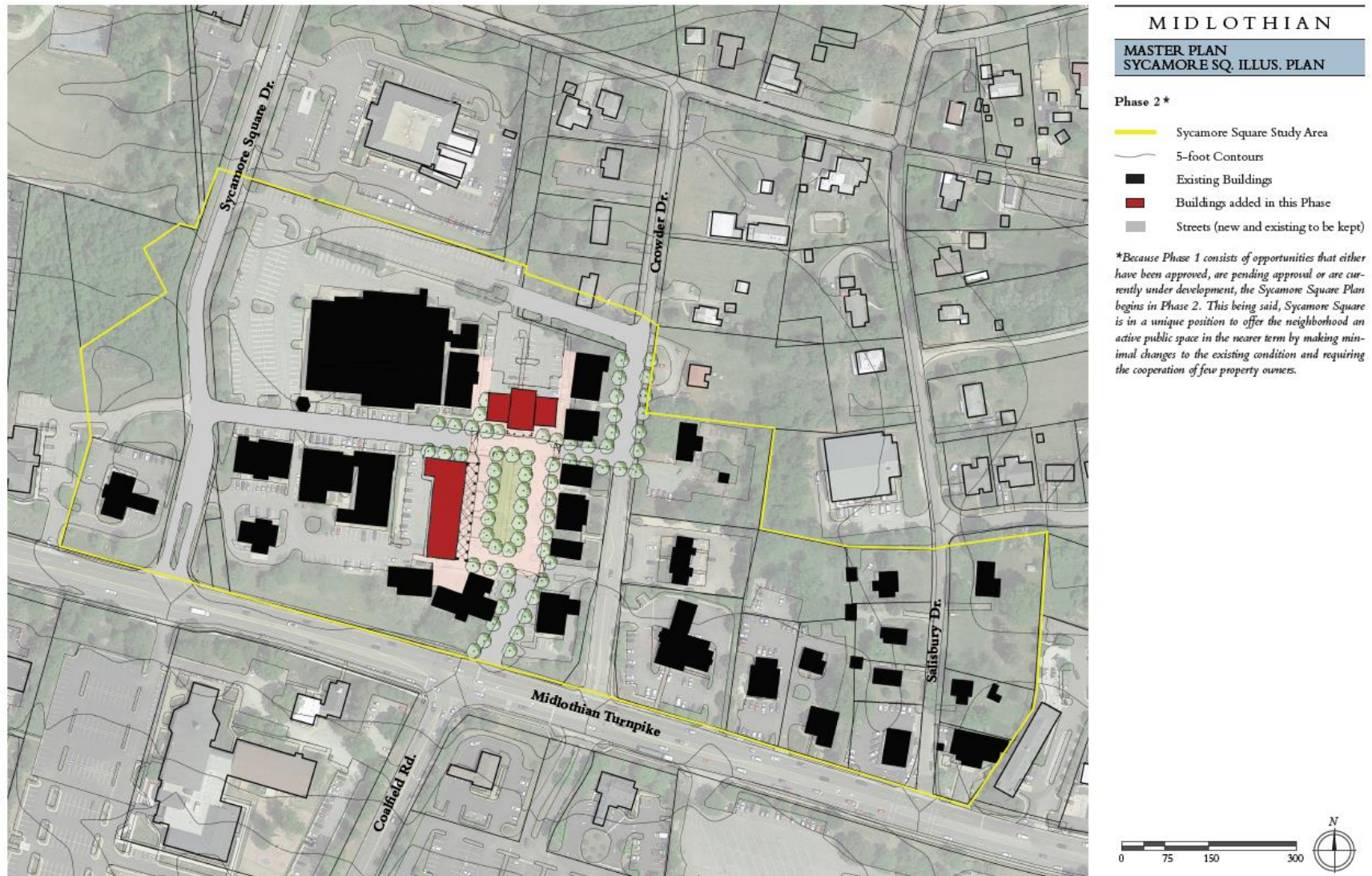




## A Case Example – Sycamore Square:























*Infilled Sycamore Square*

## MIDLOTHIAN

### MASTER PLAN ANNOTATED RENDERINGS

#### Sycamore Square Street View



*Existing Condition*

#### Annotations

- ① Reconfigured existing suburban development into a more walkable form.
- ② Supports the preservation of its natural and historic built environments.
- ③ Supports infill development.
- ⑬ Paths and passages inserted to make large blocks more walkable.
- ⑲ Streets lined with on-street parking, shade trees and sidewalks where possible.



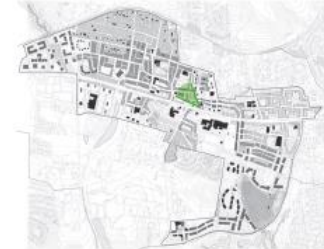


Sycamore Square!

## MIDLOTHIAN

### MASTER PLAN ANNOTATED RENDERINGS

#### Sycamore Square Aerial View



Existing Condition

#### Annotations

- ① Reconfigured existing suburban development into a more walkable form.
- ② Supports the preservation of its natural and historic built environments.
- ③ Supports infill development.
- ⑨ Seeks greater connectivity in the Village Core.
- ②① Important civic location.
- ③① Potential location for the Midlothian obelisk.
- ③② Additional parks, greens, squares, plazas and playgrounds.

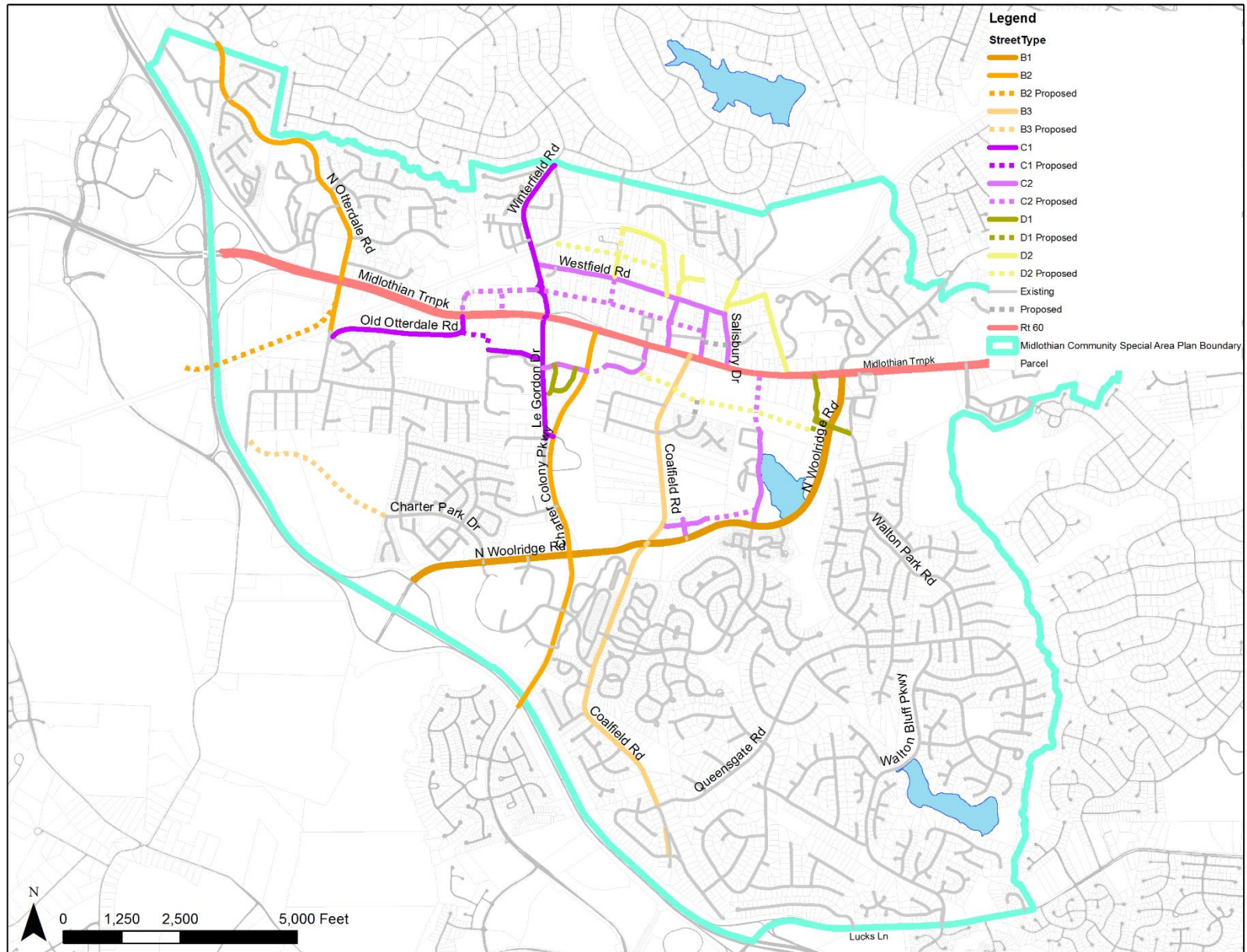


## Section 5: Infrastructure Plan

### Transportation

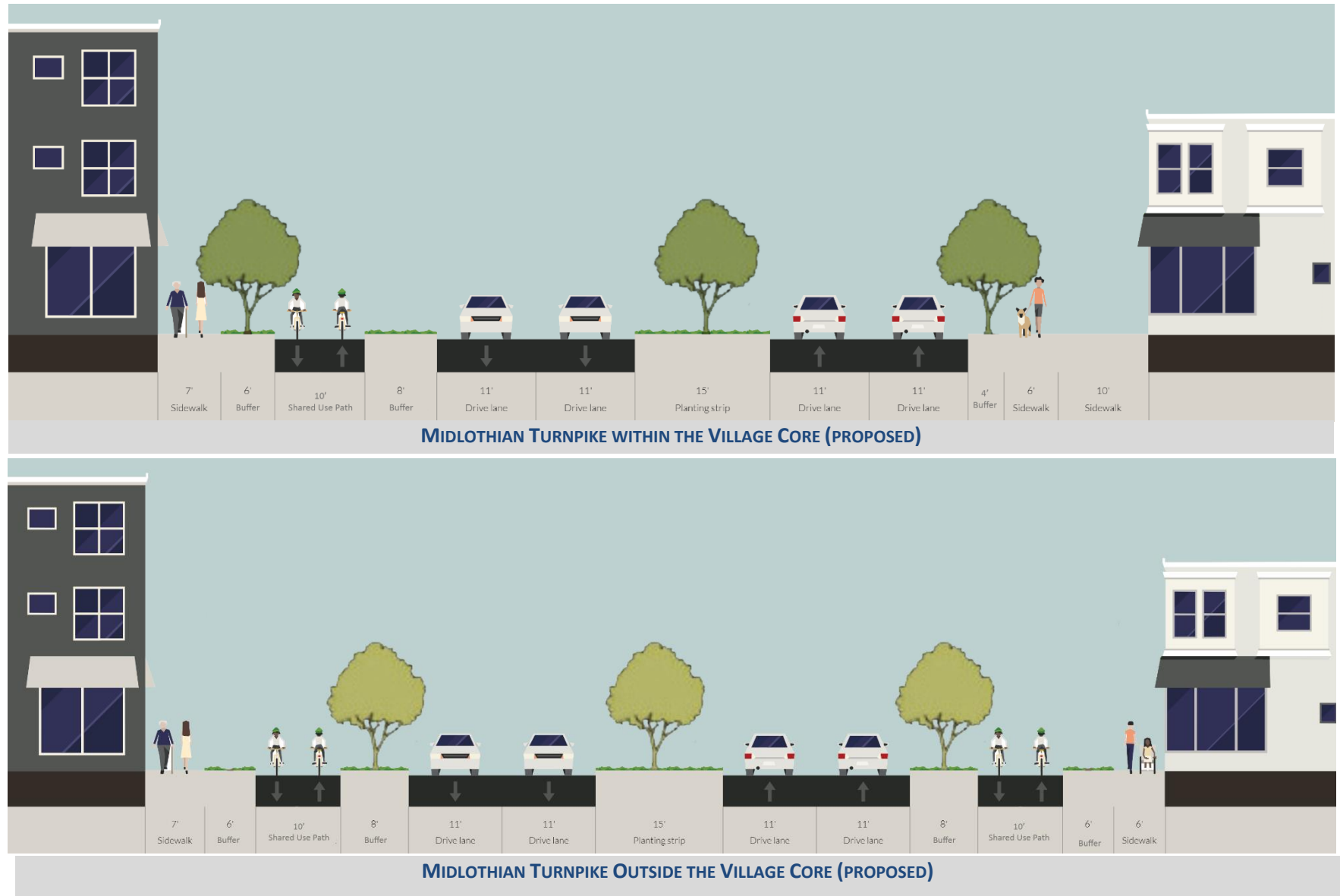
#### Grid Network Plan

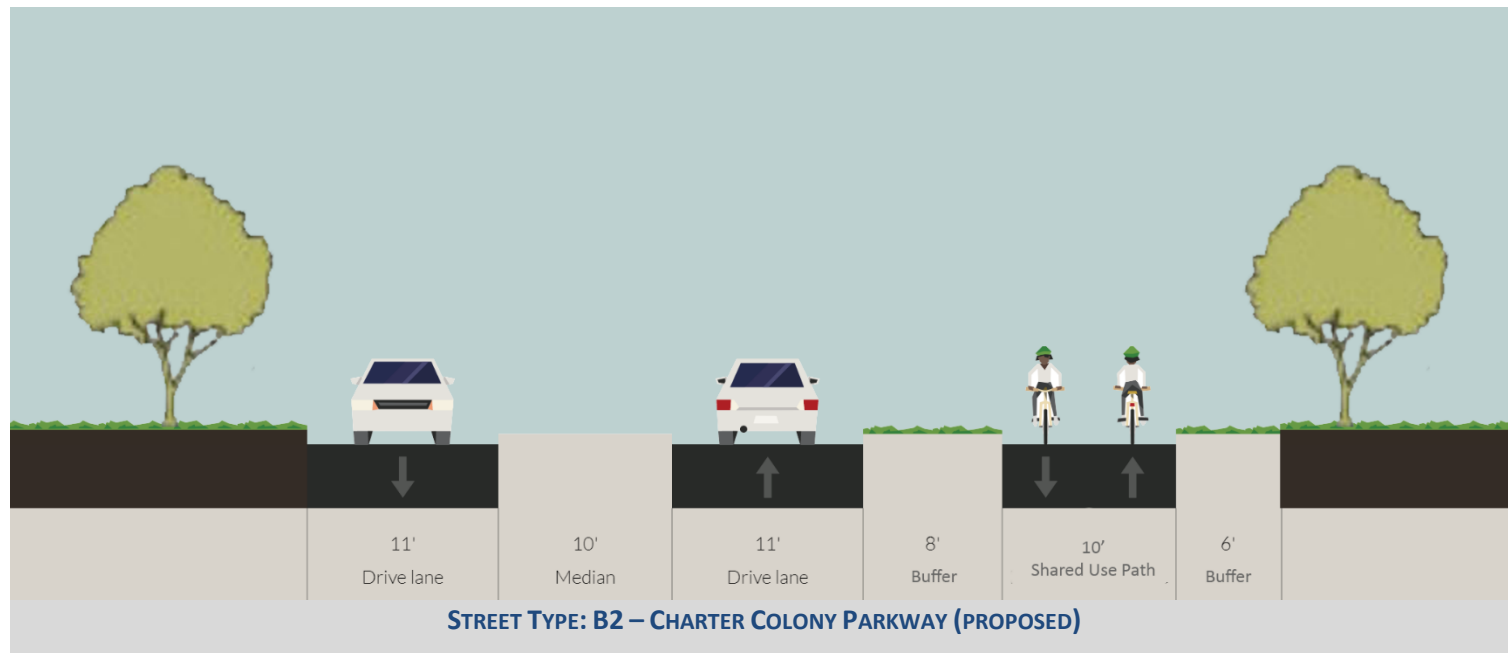
The grid network plan is intended to create a system of interconnected roads to provide mobility options within the Midlothian community. The following map identifies street types by combining recommendations of the Thoroughfare Plan, Bikeways and Trails Plan and the land use recommendations of this plan. This network includes existing and new public roads to be built with new development. In addition to the roads shown on this map additional internal roads may be needed with new development. The following graphics show typical street sections by type and are not intended to address building placement and site design, which are addressed in the Design Plan section of this plan. The transportation network plan map is not intended to serve as the exact location and/or alignment of new recommended roads. The specific location may vary based on development, environmental features, and other constraints.



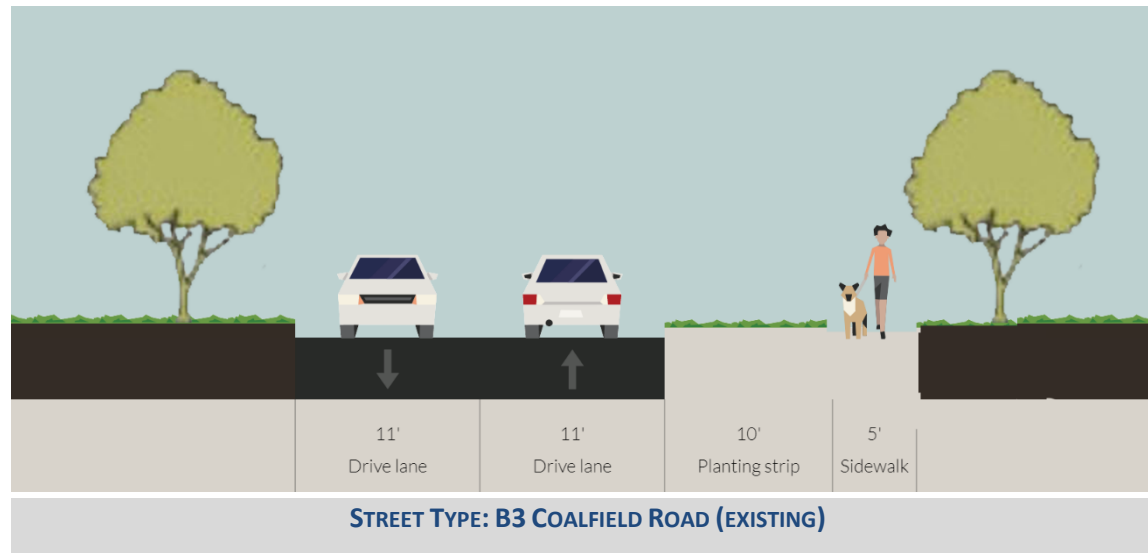


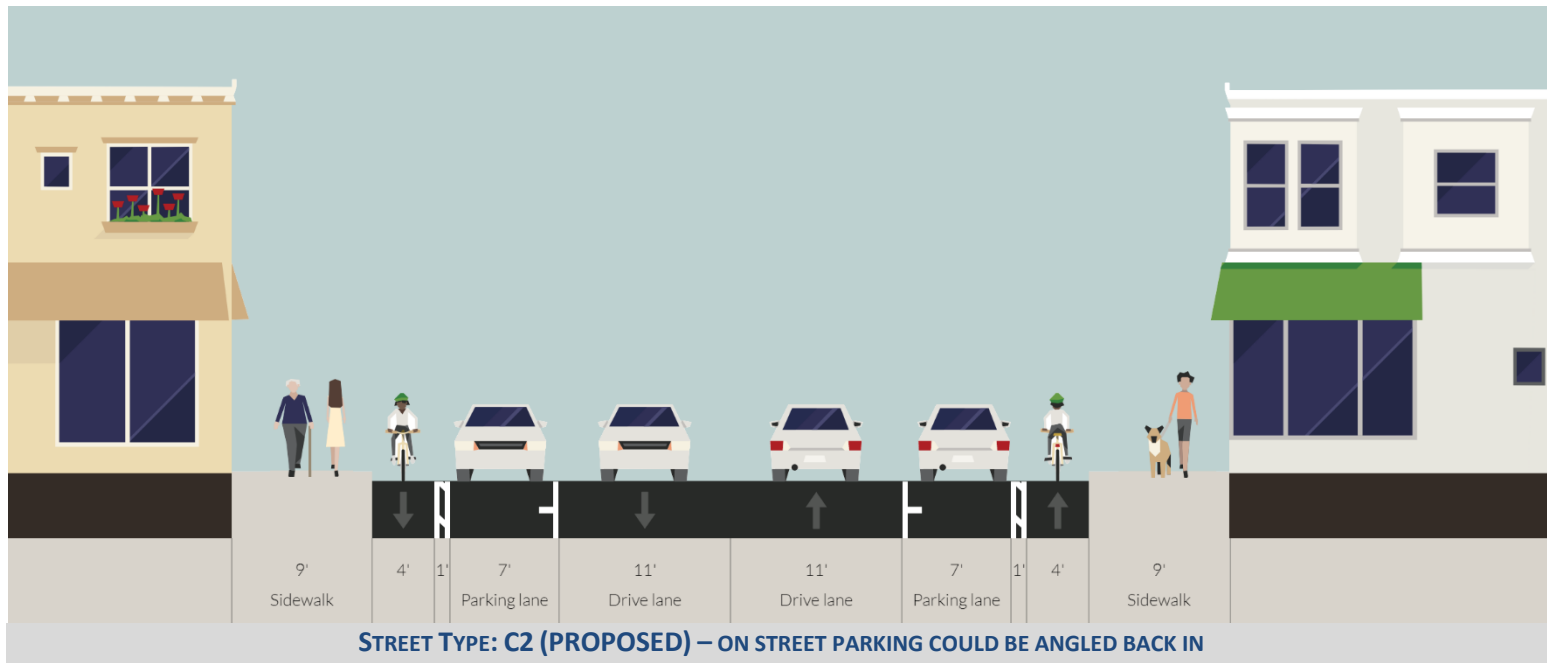
## Typical Street Type Sections



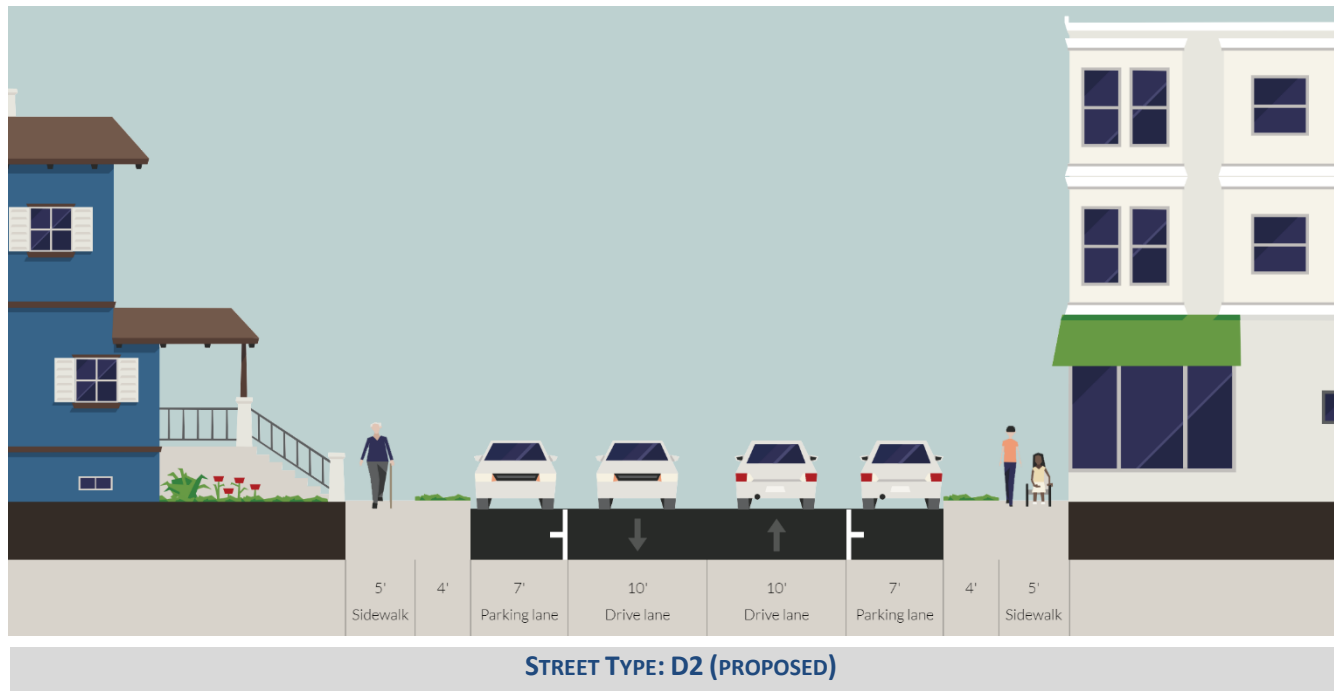










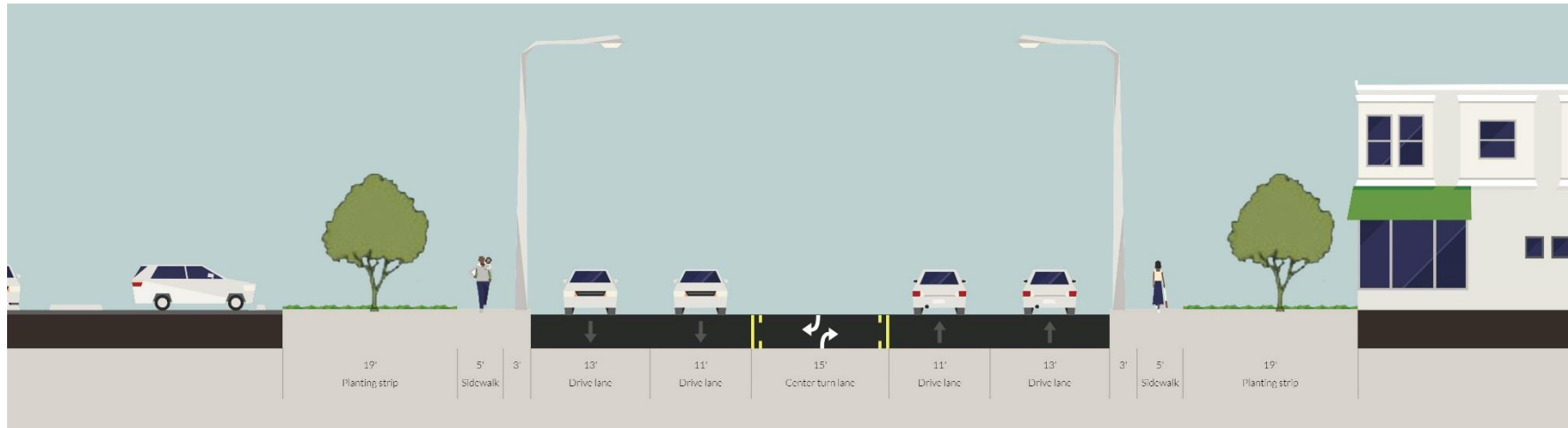


### Midlothian Turnpike Reimagined

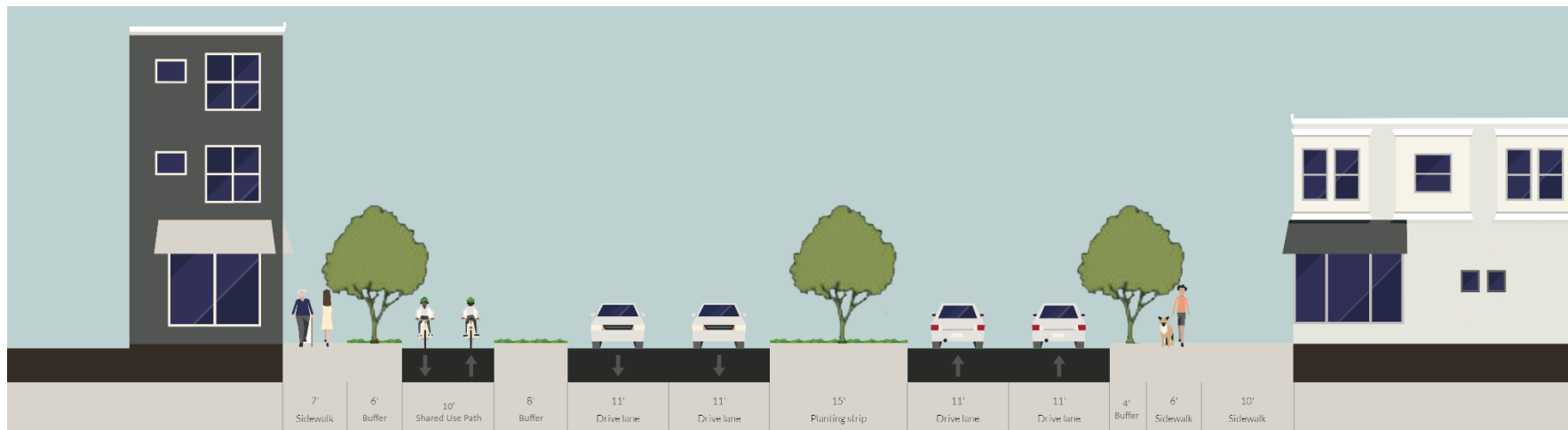
Midlothian Turnpike is the heart of the village and should enhance and reflect a high-quality village environment, invoking a small-town main street feeling. This will require a significant redesign of the current roadway. This recommended redesign includes narrower lanes, a landscaped median, a shared use path on the south side and wide sidewalks on the north side, and buildings with narrow setbacks that include hardscaped public spaces. In addition to the physical improvements of the roadway it is recommended that the speed limit be a consistent 35 miles per hour to further protect people walking and biking in the community. The following graphics show conceptually how these improvements could look.



CONCEPTUAL RENDERING FOR MIDLOTHIAN TURNPIKE LOOKING WEST BOUND



**MIDLOTHIAN TURNPIKE TYPICAL EXISTING CONDITIONS - LOOKING WEST BOUND**



**PROPOSED MIDLOTHIAN TURNPIKE REDESIGN - LOOKING WEST BOUND**



## Access Management and Signalization Plan for Midlothian Turnpike

As a part of the Midlothian Turnpike redesign an assessment of area traffic signals and access management has been completed. The following maps are conceptual layouts for where medians, directional crossovers, traffic signals and access points could potentially be located with the new design. These are conceptual and may be altered based on ultimate design and new/redevelopment patterns. An in-depth study of Midlothian Turnpike should be conducted to provide a comprehensive analysis of the existing conditions and future transportation (bicycle, pedestrian, transit and vehicular) needs based on potential development densities recommended in the plan.

### Route 60 between Le Gordon Drive/Winterfield Road and Woolridge Road/Old Buckingham Road Conceptual Access Management Plan – (1 of 3)





Route 60 between Le Gordon Drive/Winterfield Road and Woolridge Road/Old Buckingham Road  
Conceptual Access Management Plan – (2 of 3)





### Route 60 between Le Gordon Drive/Winterfield Road and Woolridge Road/Old Buckingham Road Conceptual Access Management Plan – (3 of 3)



### Midlothian Turnpike and North Woolridge Road Intersection Improvements

To improve traffic flow into and out of the Village Core, improvements to the intersection of Midlothian Turnpike and North Woolridge Road are recommended.



## Pedestrian and Bicycle Improvements

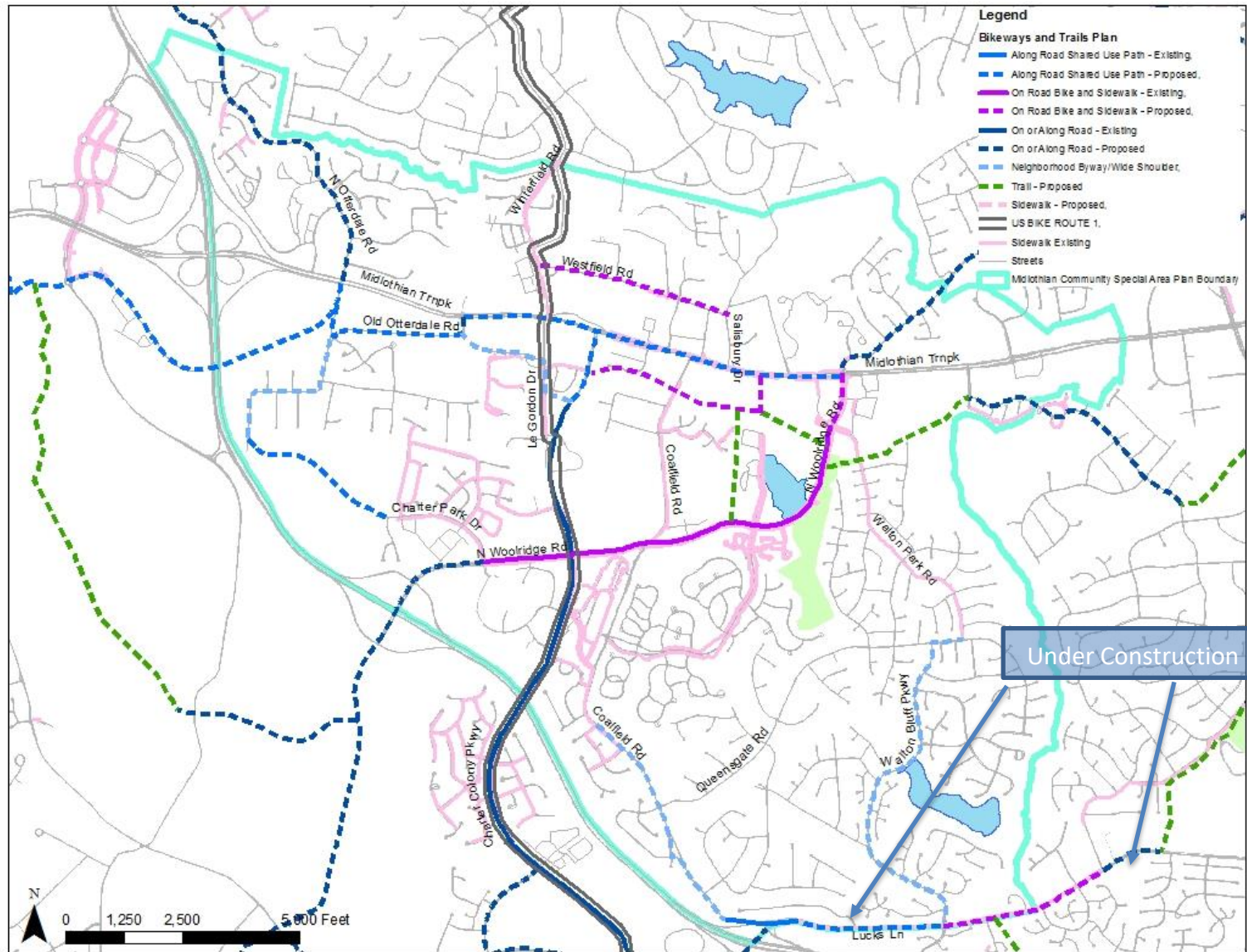
Existing pedestrian and bicycling amenities in Midlothian should be improved and expanded to safely serve existing and anticipated development. This network should safely connect people to public facilities, residential areas, businesses and other destinations. Improvements should safely encourage public activities, interaction and community engagement.

The following map provides detailed recommendations for facility types for the area. The recommended network consists of several miles of dedicated pedestrian and/or bicycle facilities that could be completed as public and/or private projects. This plan amends the countywide comprehensive Bikeways and Trails Plan, providing specific guidance on facility types for routes through the Midlothian community, while also re-routing a few of the routes to better serve existing and anticipated development. The network consists of a combination of both on-road and off-road facilities including: along and off-road shared use paths; bike lanes with sidewalks; and neighborhood byways. The recommendations of this plan build on existing infrastructure; and in some instances, there are existing sidewalks that are recommended for improvement to accommodate both people walking and biking. These improvements could be made with future public road projects or through private development.

Additional sidewalks that are not a part of the countywide Bikeways and Trails Plan are recommended as a part of the overall pedestrian network for Midlothian. These additional sidewalks will most likely be completed as a part of private development projects where a bicycle facility is not recommended. Guidance on typical street sections for new development can be found in the Typical Street Type Sections as a part of the Grid Network Plan.

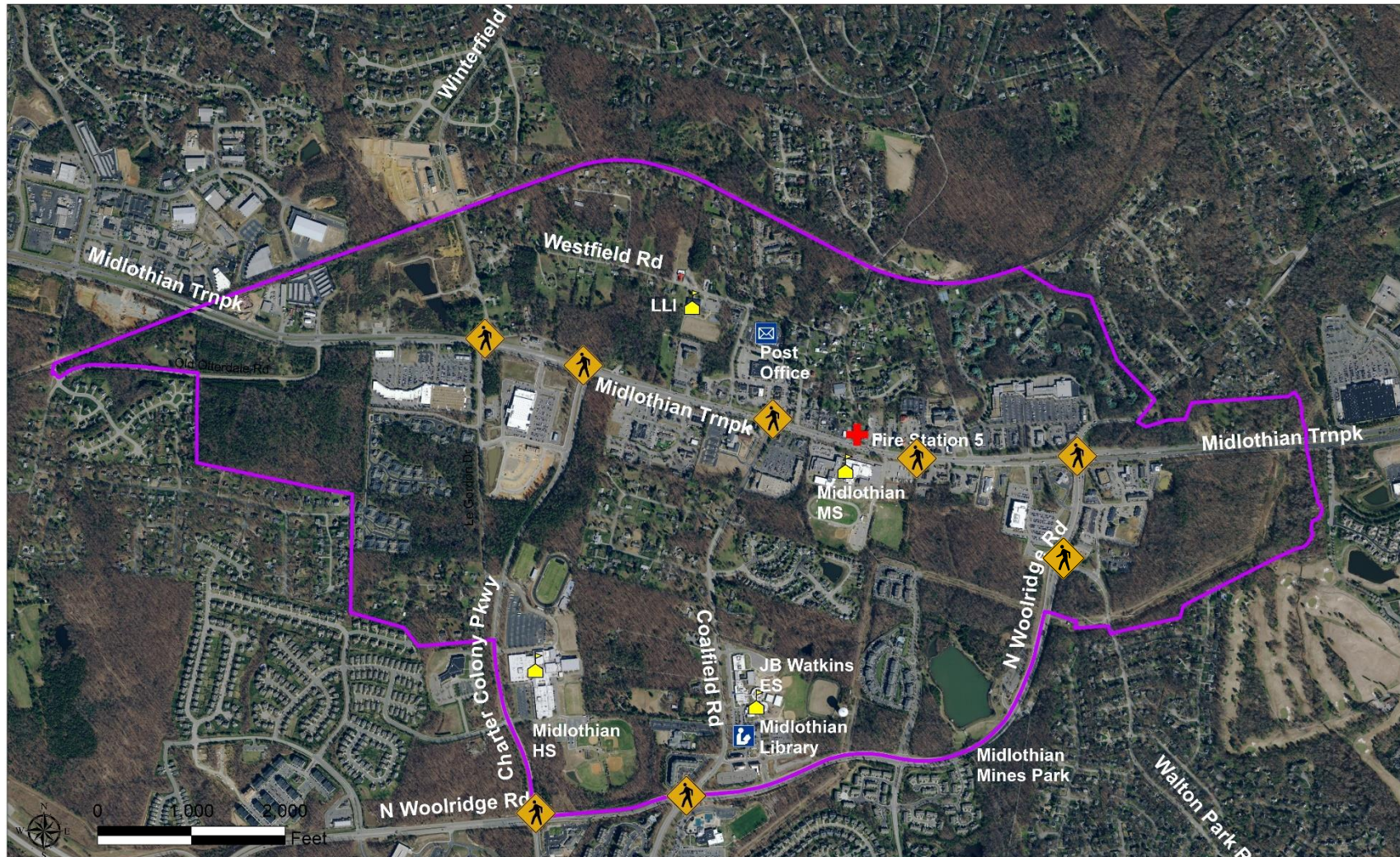
## Crosswalks and Pedestrian Actuated Signals

Crosswalks with pedestrian actuated signals should be constructed at existing, and any future planned, signalized intersections within the plan area including along the reimagined Midlothian Turnpike. Consideration should be given to the placement of non-signalized marked crosswalks where appropriate throughout the community to ensure adequate and safe pedestrian crossings at appropriate locations to further enhance the walkability and connectivity of the community.



MAP OF BIKEWAYS AND TRAILS PLAN RECOMMENDATIONS FOR MIDLOTHIAN





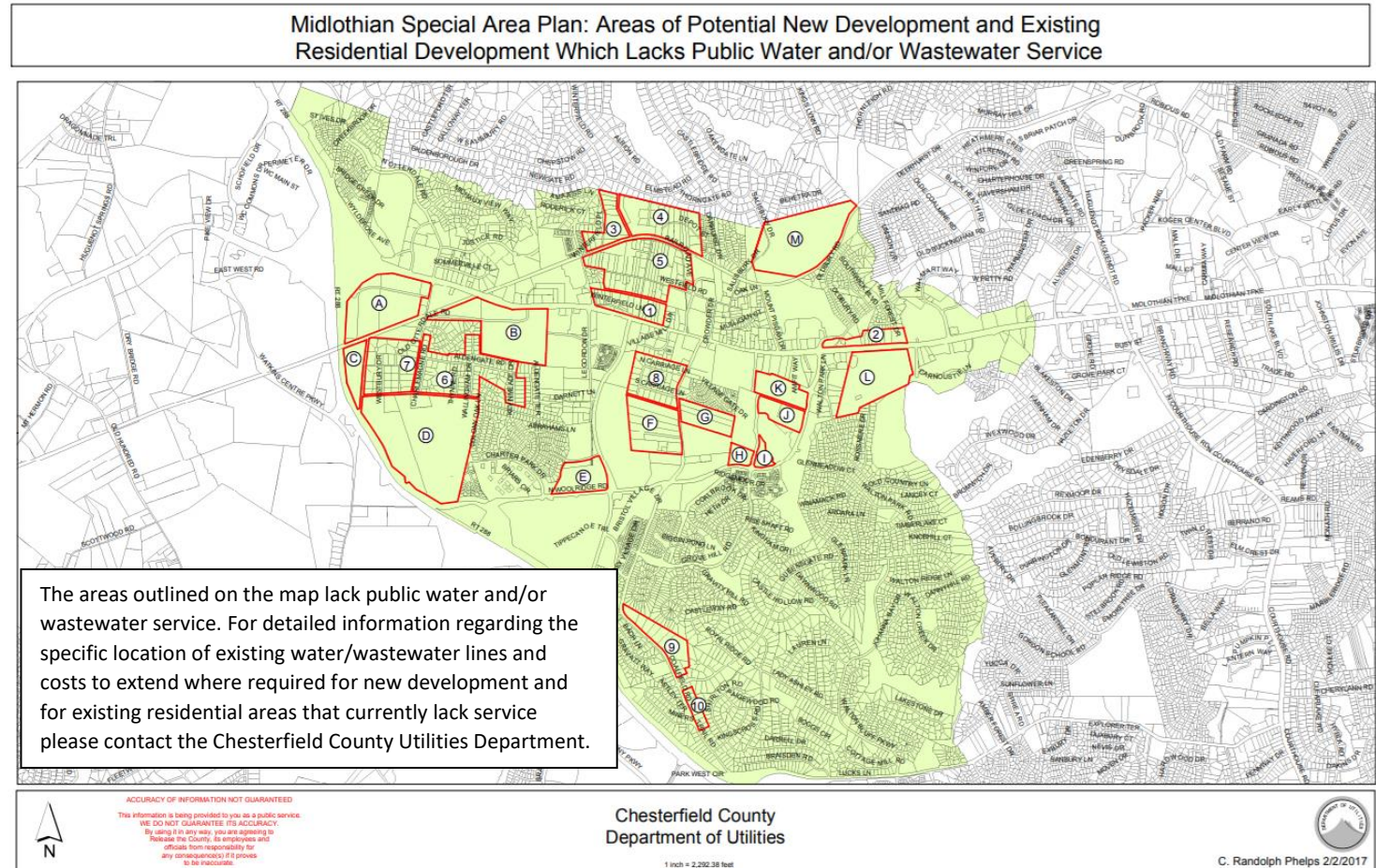
MAP OF RECOMMENDED PEDESTRIAN ACTUATED SIGNALS AND CROSSINGS



## Utilities

The majority of the plan area is served by an extensive system of existing water distribution mains and wastewater collection lines. There are pockets in the developed areas that do not have access to public water and/or wastewater service. Typically, these areas are residential and developed prior to the extension of public utilities to the area. The following map identifies areas that are not currently served by public water and/or wastewater service.

For existing development there is an opportunity for area residents/property owners to pursue the creation of water and wastewater assessment districts to pay for desired water and/or wastewater improvements. For future growth and development in areas where there is not access to public water and/or wastewater, an extension of the public water and wastewater systems is required.



**MAP OF AREAS NOT SERVED BY CURRENT PUBLIC WATER AND/OR WASTEWATER SYSTEM**